

Initial Study/ Environmental Assessment

**Negative Declaration/Finding of No Significant Impact
I-5 HOV 134 to 118
Lane Improvement Project**



California Department of Transportation
District 7, Office of Environmental Planning
December 2000

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Interstate 5 HOV Lane Improvement Project
Located between State Route 134 and State Route 118
In the Cities of Burbank, Glendale and Los Angeles
In Los Angeles County, California

The Federal Highway Administration (FHWA) has determined that the proposed project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA) and incorporated technical reports, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate measures to minimize harm. These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA assumes responsibility for the accuracy, scope, and content of the attached EA and incorporated technical reports.

Approved:

Original Signed By

César E. Pérez
Senior Transportation Engineer

12/19/00

Date

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

SCH No. (2000071084)
07-LA-05 26.4/39.4
121800 & 121900

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation, District 7 (Caltrans) is proposing the addition of one High Occupancy Vehicle lane in each direction within the median of Interstate 5 between State Route 134 and State Route 118. The project extends into the cities of Burbank, Glendale and Los Angeles in Los Angeles County. The proposed improvements to the facility will involve widening the state right-of-way in portions of the transportation corridor.

Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study/Environmental Assessment. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. The proposed project will require the acquisition of both commercial and residential property and the displacement of some businesses, but adequate compensation will be provided for those acquisitions and relocation assistance will be provided for those displaced. Incorporation of these mitigation measures will reduce the project's potential impact to less than significant.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. There will be no adverse effect on archaeological, cultural or historic, parkland, recreational, or scenic areas.
4. The proposed project will promote improved regional air quality.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls these effects will be reduced to acceptable levels.
6. There will be no significant impacts to water quality.
7. There will be no effects on wetland, floodplain or agricultural areas.
8. There will be no impacts to scenic resources.
9. There will be no adverse impacts on local traffic.

Original Signed By

Ronald J. Kosinski
Acting Division Chief
Planning and Public Transportation
California Department of Transportation, District 7

12/19/00

Date

**07-LA-05-PM 26.7/39.4
ADD HOV LANES TO INTERSTATE 5
BETWEEN STATE ROUTE 134
AND STATE ROUTE 118
IN THE CITIES OF
LOS ANGELES, GLENDALE AND BURBANK**

**INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT**

**State of California
Department of Transportation**

And

**U.S. Department of Transportation
Federal Highway Administration**

Pursuant to: 42 U.S.C. 4332(2)(c)

Original Signed By

Raja Mitwasi, Division Chief
District 7
California Department of Transportation

June 7, 2000
Date

Original Signed By

Michael G. Ritchie
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June 30, 2000
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SUMMARY

This Initial Study/Environmental Assessment (IS/EA) addresses the potential environmental impacts resulting from the construction of two High Occupancy Vehicle (HOV) Lane projects. One project proposes one HOV lane in each direction, in the median of Interstate 5 (I-5) between Route 134 and Route 170 in the cities of Los Angeles, Glendale and Burbank, Los Angeles County, California. The other project proposes one HOV lane in each direction, in the median of I-5 between Route 170 and Route 118 in the city of Los Angeles, Los Angeles County, California. Some of the Build Alternatives will require widening of the highway to accommodate the HOV lanes and associated improvements.

This IS/EA is a preliminary analysis of the proposed projects to determine whether a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is appropriate or if there will be significant impacts which would require the preparation of an Environmental Impact Report/Study (EIR/EIS). This IS/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

1. PURPOSE AND NEED FOR PROPOSED PROJECT

1-1 Introduction

The California Department of Transportation (Caltrans) District 7 has a district wide HOV Lane Program in place to provide HOV lanes on most of the freeways in Los Angeles County. The Los Angeles County Metropolitan Transit Authority (LACMTA) has incorporated the district's HOV Lane Program in its 20-year Long-Range Transportation Plan for funding purposes. The I-5 corridor from Route 10 to Route 14 is included in this program. An HOV project on Route 170, from United States Highway 101 (U.S. 101) to I-5 is currently under construction. The proposed HOV projects on I-5 will provide a direct connection with the Route 170 project as well as fill a gap between another I-5 HOV project currently in the design stage (from Route 118 to Route 14) to provide continuous HOV lanes on Route 170 and I-5 for commuter traffic.

In the early 1990's, in examining alternatives to alleviate the congestion, the I-5 Concept Report was prepared by the Caltrans Office of Planning and Public Transportation. The I-5 Concept Report proposed the addition of an HOV lane as a minimum improvement to reduce traffic congestion on I-5 by 2020. In 1998 the Division of Planning and Public Transportation released the I-5 Transportation Concept Report as District 7's basic guide to the development of I-5 for the next 20 years. The implementation of an ultimate freeway improvement, which included adding an HOV lane and an additional mixed-flow lane in each direction, was initiated as a first step towards defining and programming the Ultimate Freeway Improvements. An Ultimate Freeway Improvement project is not expected to be fundable within the next 20 years.

The purpose of the proposed project is to reduce existing and future traffic congestion and reduce air pollution by constructing HOV lanes in the median. HOV lanes constructed on heavily traveled freeways help to alleviate congestion, encourage ridesharing, and reduce air pollution.

1-2 Changes Since Circulation of Draft Document

Public and Agency comments received during the circulation of the Draft IS/EA, the Public Hearing process, and subsequent agency consultations have resulted in project modifications that have been incorporated in this final document. A vertical line in the outside margin indicates changes in the text.

1-3 Capacity Problems

Roadway capacity is generally measured by the number of vehicles that can pass over a given section of roadway during a specified period of time. This capacity is usually considered in terms of “Levels Of Service” (LOS) where different levels of service represent different levels of congestion.

The Highway Capacity Manual defines six levels of service, A through F, where ‘A’ represents free flow conditions and ‘F’ the most congested. For areas where traffic volumes exceed LOS F in a significant way, Caltrans has developed a LOS classification, which includes levels F0 to F3. A freeway is considered by Caltrans to be congested when travel speeds of less than 35 miles per hour are experienced for more than 15 minutes (see table 1-1).

Table 1-1: Levels of Service vs. Operating Characteristics		
Level of Service	Description	Operating Characteristics
A	Free Flow (Best) 55+ mph	Low volumes, high speeds, selectivity. Drivers not impaired by other traffic.
B	Stable Flow 55+mph	Operating speeds beginning to be restricted by traffic conditions.
C	Stable Flow (Design Value) 50+ mph	Volume restricts driver's speed and maneuverability: suitable for urban design.
D	Approaching Unstable Flow 35-50 mph	Temporary restrictions cause drop in volume speed; comfort convenience is low but tolerable for short periods of time.
E	Unstable Flow 30-35 mph	Speeds on freeway at 30 mph with momentary stoppages. Unsuitable for use in design.
F	Forced Flow <30 mph	Low speeds, many stoppages on freeways, long queues, and long delays: Roadway becomes storage area.
F0		Congestion delay of 0-1 hour
F1		Congestion delay of 1-2 hour
F2		Congestion delay of 2-3 hour
F3		Congestion delay of more than 3 hours

The existing traffic volumes on I-5 for 1997 range from 224,000 Average Daily Traffic (ADT) between the Western Avenue Interchange and the Alameda Avenue Interchange

to 156,000 ADT between the Sheldon Street Interchange and the Route 170 Interchange. The existing LOS within this segment of I-5 is F0 (peak period congestion for up to one hour). The 2020 traffic volumes are expected to increase to an ADT of 325,600 vehicles per day and 26,300 vehicles for the peak hour total for both directions. Consequently, the LOS will decrease to F1 (peak period congestion for up to two hours) by the year 2020. Adding a HOV lane in each direction on this stretch of I-5 would improve present travel conditions significantly as well as maintaining an acceptable level of service in 2020.

1-4 Safety Problems

A study of accident records from 01-01-96 to 12-31-98 from the Traffic Accident Surveillance and Analysis System (TASAS) reveals an accident rate for fatality and injury between 0.60-0.62 accidents per million vehicle miles (MVM) for N/B and S/B directions for this segment of I-5. This is approximately 34% lower than the expected average of 0.95 accidents per MVM on similar facilities statewide. TASAS Selective Record Retrieval data from January 1996 through December 1998 reveals that side swipe and rear end type accidents represent between 64.8 and 71.5% of the total accidents that occur on this freeway segment. This type of data indicates that I-5 experiences heavy congestion (within the limits of this project) and has an inadequate number of lanes causing motorists to make "end of queue" (end of a stopped lane of vehicles) lane changes under "stop-and-go" conditions. Providing HOV lanes in the median should alleviate congestion thereby reducing the number of accidents and improving the operating conditions and safety of this highway. Accident rates in the study area are anticipated to increase if no improvements are made.

1-5 Summary of Transportation Problems

I-5 currently experiences serious congestion while carrying substantial traffic volumes through the study area during peak hours. Due to continuous development along this corridor, long-range projections predict a 19% increase in amount of trips. Travel demands and urban growth projections indicate that if no improvements are made, unacceptable levels of service will extend for longer periods of time and over larger sections during peak travel periods.

There is a critical need to eliminate existing and projected freeway congestion by improving the people-carrying capacity of this corridor and reducing the number of accidents caused by "stop-and-go" and "end of queue" situations. These improvements should be cost effective and minimize impacts to the environment to the maximum feasible extent. Finally, improvements are needed to allow for continuity of the proposed interregional HOV system.

2. DESCRIPTION OF PROPOSED PROJECT

2-1 The Proposed Project

These projects propose the addition of two HOV lanes, one in each direction, within the median of I-5 in Los Angeles County (see figure 2-1). The proposed projects begin at the I-5/SR-134 interchange (PM 26.7/KP 43.0) and end at the I-5/SR-118 interchange (PM 39.4/KP 63.2). The addition of one unidirectional and one bi-directional California Highway Patrol (CHP) HOV enforcement area in the median is included as part of the proposed projects. The proposed projects are entirely within urban areas of Los Angeles County, and pass through the cities of Burbank, Glendale and Los Angeles in the communities of Arleta, Pacoima, and Sun Valley (see figure 2-2).

The total length of the two projects is 12.7 miles. The HOV lanes will add a total of 25.4 lane miles to this portion of Interstate 5.

To accommodate the addition of HOV lanes in the median, the projects propose that the median be reconstructed and restriped. The new structural section for the median will be 260 mm Portland Cement Concrete (PCC) pavement on top of a 150 mm Lean Concrete Base (LCB) and a 210 mm Aggregate Subbase (AS). For the length of the project, all of the existing drainage in the median will be removed. A new drainage system, utilizing Concrete Barrier Type 60W, will be installed. Deck drains will be provided in the new bridge decks where the existing openings are to be closed (decked over). The new structural section for the widened areas will be 260 mm PCC pavement on top of 150 mm LCB and a 120 mm AS.

Retaining walls will be constructed to support the widened areas and to maintain the minimum 2:1 side slope. All soundwalls that are removed to accommodate freeway widening will be replaced. At those locations where it is feasible, the bridge railing and metal beam guardrail will be upgraded to the current standard to enhance safety.

In order to maximize the usage of the existing facilities and minimize the need to acquire additional right-of-way, lane widths will vary within the project limits. Lane widths for this project will be either standard 3.6 meter (12 feet) or non-standard 3.3 meter (11 feet). The buffer area between the HOV lanes and the mixed flow lanes will vary between 0.3 meters and 0.6 meters (1 to 2 ft) for the length of the project. The horizontal clearance between the HOV lanes and the median concrete barrier will vary between 0.3 meters and 4.35 meters (1 to 14.2 ft). The use of these non-standard features will allow for the most environmentally sensitive design possible, while providing improvements that will address current and future predicted traffic demands.

Adding HOV lanes, versus mixed flow lanes, will create a more efficient transportation system and ultimately result in less air pollution and a reduction in traffic congestion on the freeway and on secondary routes during peak commute periods. HOV lanes also promote ridesharing and other multiple occupant transit options. In portions of the study area, this project will also reduce the accident rates caused by congestion and “end of queue” lane changes.

Figure 2-1: Regional Location Map

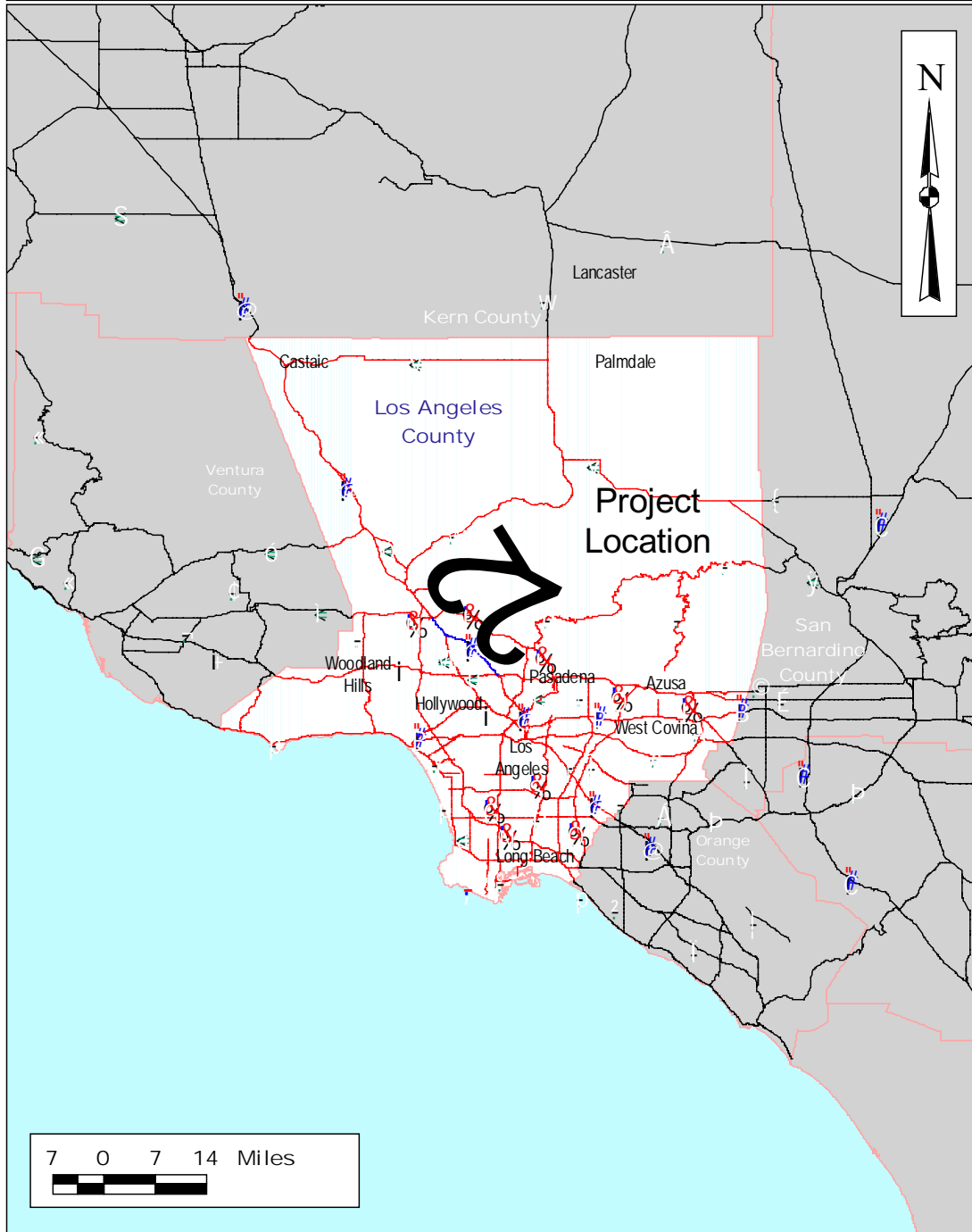


Figure 2-1: Regional Location Map

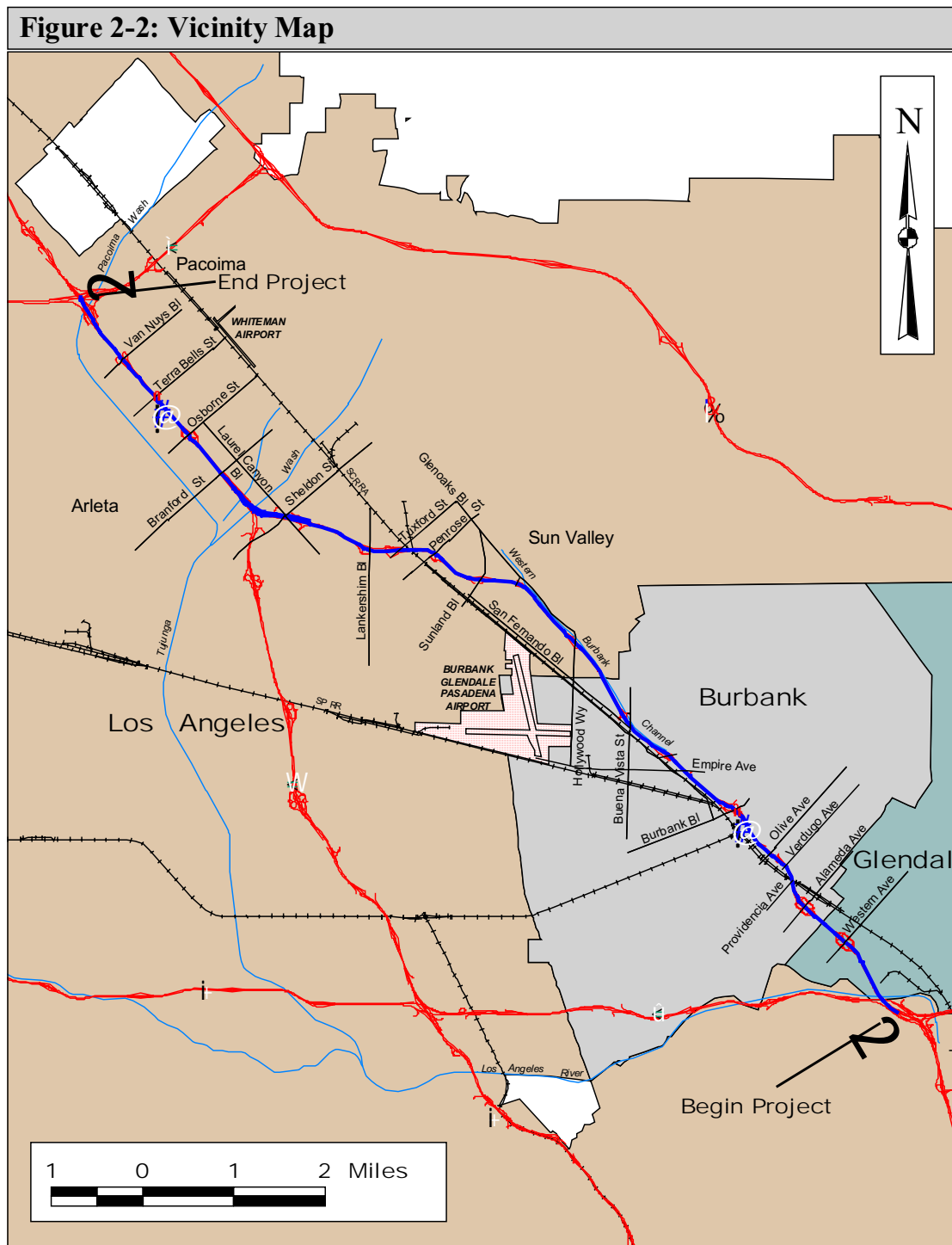


Figure 2-2: Vicinity Map

2-2 Status of Project

These projects are proposed to be built in two segments, one from Route 134 to Route 170 and the other from Route 170 to Route 118. Both segments are identified in the Southern California Association of Governments (SCAG) *1998/99-2004/05 Regional Transportation Improvement Plan* (RTIP), and the *1994 Regional Mobility Element* (RME). They are consistent with the goals and objectives contained in the *1993 Congestion Management Program* (CMP) and Capital Improvement Program (CIP) for Los Angeles County.

Both segments are proposed to begin construction in the 2002-03 fiscal year. LACMTA, through its bi-annual "Call for Projects" process, will determine funding for both projects.

2-3 Major Investment Study

The Statewide and Metropolitan Planning regulations under the Intermodal Surface Transportation Efficiency Act (ISTEA) became effective November 29, 1993. An important provision under the Metropolitan Planning regulations is the Major Metropolitan Transportation Investments, also known as Major Investments Study (MIS).

Section 450.104 of the Metropolitan Planning regulations defines a major metropolitan transportation investment as a "high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale". Consultation among the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) and the Metropolitan Planning Organizations (MPOs), such as the SCAG and LACMTA, is key to deciding the types of projects affected by this requirement. For highway projects, the project length and access controls are some of the considerations.

Caltrans in partnership with LACMTA and SCAG evaluated feasible alternatives for the I-5 corridor. LACMTA, functioning as both a local transit operator and project sponsor, had the opportunity to consider several modal options as part of the corridor improvement program. This process involved numerous policy and technical discussions with state, regional, and local jurisdictions before programming decisions were made.

The MIS prepared by Caltrans contains a synopsis of the corridor analysis. Copies of the MIS are available for review or purchase at Caltrans District 7 offices at 120 South Spring Street, Los Angeles, California 90012.

2-4 Alternatives Considered

This IS/EA is intended to document the environmental effects of two separate, but related projects. Since both projects have different alternatives, the description of the various alternatives will be done according to their specific project. The project segment alternatives will be referred to as **Route 134 to 170** Alternative 1, 2, 3 and **Route 170 to 118** Alternative 1, 2, 3.

The preferred alternatives for the proposed projects are Alternative 3 for both **Route 134 to 170** and **Route 170 to 118**. The cost estimates given for the alternatives are conceptual estimates and are subject to change during the final design stage.

2-4.1 **Route 134 to 170** Alternative 1 – No Action

The No Action alternative would retain I-5 as it currently exists. Under this alternative the LOS will deteriorate from the current LOS F0 to at least F2 by the year 2015. This would cause a higher level of congestion over a greater extent of the freeway corridor and for longer time periods than presently exist. The No Action alternative could also result in an increase in accidents caused by “stop-and-go” and “end of queue” lane changes. This alternative does not promote the formation of carpools, vanpools, and other transit options, nor does it address anticipated congestion expected from projected increases in traffic volumes. This alternative does not complete the HOV system.

2-4.2 **Route 134 to 170** Alternative 2

The freeway will be widened on both sides between Buena Vista Street and Hollywood Way to provide for a CHP enforcement area and between Providencia Avenue and Verdugo Avenue to accommodate the HOV lanes and facilitate a design speed of 105 km/h (65.2 mph).

The Providencia Avenue overhead bridge and the Verdugo Avenue undercrossing will be widened on both sides to provide adequate stopping distance for a design speed of 105 km/h (65.2 mph). New right-of-way will be required for the bridge widening at Providencia Avenue. A new structure will be constructed at the Burbank Avenue overcrossing to accommodate the HOV lanes. The Cohasset Street undercrossing will be widened on both sides to accommodate the CHP Enforcement area. All of the openings at the LA River undercrossing, the Sonora Avenue undercrossing, the Western Avenue undercrossing, the Alameda Avenue undercrossing, and the Providencia Avenue overhead will be closed (decked-over) to accommodate the added HOV lanes. The widening of the Providencia Avenue overhead will also result in the removal of a pedestrian overcrossing attached to the northbound side of the freeway. It is proposed to replace and relocate the pedestrian overcrossing, the exact location will be determined during the final design stage of this project.

The existing Burbank Boulevard overcrossing will be removed and replaced. The new structure would be designed to facilitate a 60 m (197 ft) wide cross section. The existing Burbank Boulevard on and off ramps from the southbound I-5 would remain in the same location and be realigned to accommodate the addition of the HOV lanes. The estimated cost for this alternative is \$120 million.

2-4.3 **Route 134 to 170** Alternative 3

Layouts for this alternative can be found in APPENDIX J. This alternative is similar to Alternative 2 above with the following exceptions:

The freeway will be widened on the outside from just north of the LA River Bridge Separation to just south of the Olive Avenue overcrossing. This will be to accommodate standard lane widths though out this section. Standard shoulders will also be provided where feasible. Additional outside widening of the structures will be required at Sonora Avenue, Western Avenue, Allen Avenue, and Alameda Avenue undercrossings. The shoulders will be reduced at these undercrossings to facilitate the standard lane widths and to maintain the vertical clearance to the local streets.

North of Burbank Boulevard, outside widening will provide for standard lane widths from 500 m (547 yards) north of Buena Vista Street undercrossing to 300 m (328 yards) south of Roscoe Boulevard. Just north of the CHP Enforcement area the shoulders will be reduced at the Lanark Street and Hollywood Way undercrossings. The outside widening of those structures will reduce the vertical clearance to the local streets. This will be minimized by not widening to include full 3 m (10 ft) shoulder. If the reduction of the existing vertical clearance can not be avoided, it will be determined whether or not regrading of the local streets is required. The local agency will determine the best course of action.

Existing soundwalls will be removed and new soundwalls will be placed at the right-of-way line to facilitate this design. The estimated cost for this alternative is \$140 million in 2000 dollars.

This is the preferred alternative for the segment from State Route 134 to 170.

2-4.4 Route 170 to 118 Alternative 1 – No Action

The No Action alternative would retain I-5 as it currently exists. Under this alternative the LOS will deteriorate from the current LOS F0 to at least F2 by the year 2015. This would cause a higher level of congestion over a greater extent of the freeway corridor and for longer time periods than presently exist. The No Action alternative could also result in an increase in accidents caused by “stop-and-go” and “end of queue” lane changes. This alternative does not promote the formation of carpools, vanpools, and other transit options, nor does it address anticipated congestion expected from projected increases in traffic volumes. This alternative does not complete the HOV system.

2-4.5 Route 170 to 118 Alternative 2

This alternative proposes that the median be reconstructed as described in section 2-1. The traffic lanes will be restriped to accommodate the addition of the HOV Lanes. There is no outside widening proposed for this alternative. The estimated cost for this alternative is \$22.1 million in 1995 dollars.

2-4.6 Route 170 to 118 Alternative 3

This is the recommended and preferred alternative. Layouts for this alternative can be found in APPENDIX K. This alternative proposes outside widening of I-5 on the northbound side from the Sheldon Street undercrossing to Terra Bella Street to provide

enough room for the addition of the HOV lanes. The ramps on the northbound side of I-5 will be realigned to accommodate the outside widening.

A new connector structure will be constructed to accommodate the existing mixed-flow traffic from northbound Route 170 to northbound I-5. The existing northbound Route 170 to northbound I-5 connector will be reconstructed to accommodate HOV lanes for both the northbound and southbound directions of Route 170. New right-of-way will be required for the construction of this structure. The estimated cost for this alternative is \$111.4 million in 2000 dollars.

This is the preferred alternative for the segment from State Route 170 to 118.

2-5 Alternatives No Longer Under Consideration

- 1. Alternative to Initially Construct the Ultimate Transportation Corridor Improvements.** This alternative would result in the addition of at least 1 mixed flow lane and 1 HOV lane and either 1 truck lane or 1 additional mixed flow lane in each direction. This alternative would require the reconstruction of the SR 134/I-5 Interchange. Due to the prohibitively high project cost and the major right-of-way involved, this alternative is not viable at this time. Therefore, this alternative was rejected from further consideration.
- 2. Route 134 to 170 Alternatives 2A and 3A.** These alternatives are similar to Route 134 to 170 Alternatives 2 and 3 except for the following: The existing ramps at Burbank Boulevard and the southbound I-5 will be removed to provide adequate weaving distance from a proposed ramp construction project at Empire Avenue. A new set of hook ramps will be constructed south of Burbank Boulevard to provide access for Burbank Boulevard to and from the southbound I-5 via a city access road that is approximately 70 meters (230 ft) from the state right-of-way. The construction of these ramps will require the acquisition of new right-of-way. The estimated cost for these alternatives is an additional \$5 million to their respective alternative costs. This alternative was dropped from consideration due to its conflict with a planned redevelopment in the area of the proposed hook ramps.
- 3. Alternative to Initially Construct an Interim HOV Facility to Full Standard Design Requirements Route 134 to 170.** This alternative would require the replacement of a majority of the existing structures that would lead to increased right-of-way requirements. Due to high capital costs, this alternative was rejected from further consideration as an initial construction project.
- 4. Alternative to Construct the Interim HOV Facility with CHP Enforcement Area and Widen from Buena Vista to Lankershim Boulevard.** This alternative was rejected due to the excessive construction cost related to the structural widening, the demolition and replacement of three additional structures and regrading of the local streets to improve the reduced vertical clearance created for accommodation of this alternative. This alternative could also create social impacts due to the extensive construction on the local streets and the freeway, which would have adverse effects on the traveling motorist.
- 5. Alternative to Construct Fully Standard Lanes from Route 170 to Route 118.** This alternative is similar to **Route 170 to 118 Alternative 3** with the following

exception. This alternative proposes outside widening on both sides of the freeway to accommodate standard lane widths from the I-5/Route 170 interchange to the northern terminus of the project. This alternative was rejected from further consideration due to high project cost. The estimated cost for this alternative is \$137.2 million in 2000 dollars.

6. **Mass Transit Alternatives in the Corridor.** The project corridor is presently used by a number of bus routes of various bus lines (MTA, Santa Clarita Transit, and Antelope Valley Transit Authority). In addition to the various bus routes the Southern California Regional Rail Authority (Metrolink) also serves the project corridor. The addition of HOV lanes will improve the service of the mass transit facilities that already exist within the corridor.

2-6 Related Transportation Projects

The following are projects that are within the general vicinity of the proposed transportation improvements discussed in this document.

- I-5 Pavement Rehabilitation - A major pavement rehabilitation project is programmed for funding. This rehabilitation project will employ the "long life pavement strategy". The project limits are from I-5/I-10/U.S. 101 interchange to the Providencia Avenue overhead.
- I-5 at Western Avenue Interchange Improvement - An interchange modification is being planned for the I-5/Western Avenue interchange. Planned modifications include the reconfiguration of the north and southbound ramps. Surface streets will be widened and/or extended to match the reconfigured ramps.
- I-5 at Empire Avenue Access Improvements - Proposed Improvements consist of constructing a new underpass connecting Empire Avenue with San Fernando Road. The existing underpass will be closed. The existing Empire Avenue to the southbound I-5 on-ramp will be closed and a new on-ramp will be constructed.
- I-5 HOV - An HOV facility is currently in the design phase, extending from State Route 118 to State Route 14. This project proposes to reconstruct and restripe the median to provide for the new HOV lanes. The project construction will begin in mid 2002.

3. AFFECTED ENVIRONMENT

3-1 Geology, Soil, and Topography

3-1.1 Geologic Features

Regionally, these project sites are located within the Los Angeles Basin, which is situated at the juncture of the Peninsular Range and the Transverse Range Provinces. The Los Angeles Basin is divided into four distinct structural blocks separated by major faults or flexures. The existing freeway is located at the northwestern block, which includes portions of the east-west trending San Fernando Valley. Structurally, this block is the only portion of the present day basin located within the east-west trending Transverse Ranges Province.

3-1.2 Soil Conditions

Locally, the existing freeway is situated roughly parallel to the foot of the Verdugo Mountains and was constructed entirely over alluvium sediments, consisting of gravel, sand, silt and clay.

3-1.3 Seismicity

The projects are located in a seismically active area. The geologic processes, which have caused earthquakes in the past, can be expected to continue. Seismic events, which are likely to produce the greatest bedrock accelerations, could be a moderate event on the Mission Hills (San Fernando) fault zone and/or a large event on a distant active fault.

A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active if movement is demonstrated to have occurred in the last 2 million years.

There is no geological information that indicates an active fault in the project areas. The nearest known active fault (under Alquist-Priolo Earthquake Fault Zoning Act) is the Mission Hills (San Fernando) Earthquake Fault Zone and is located 2.03 km (1.2 miles) to the northwest at the end of the project (PM 39.4).

The Verdugo fault runs roughly parallel to the project. Current studies by J. Cota, from GeoSoils Inc. have concluded that the Cabrini segment of the Verdugo fault zone (between Verdugo Wash and Big Tujunga Wash) displaces 8000± year old alluvial deposits by over 6.1 m (20 feet). However, at the present time pursuant to the Alquist-Priolo Earthquake Fault Zoning Act, this fault segment has not been zoned (*Geotechnical Report*, April 1999).

Seismic Phenomena

Ground Shaking

Ground shaking is the primary cause of structural damage during an earthquake; it is to be considered the most damage-producing phenomena for this project. The magnitude, duration and vibration frequency characteristics will vary greatly, depending upon the particular causative fault and its distance from the project.

Deterministic site parameters obtained using the EQFAULT-Version 2.20 computer program for the deterministic prediction of peak acceleration from digitized California Fault system indicates that the Verdugo-Eagle Rock fault system is the closest to the site, having a largest maximum-credible site acceleration of 0.767 g and a largest maximum-probable site acceleration of 0.597 g.

Using the 1996 Los Angeles Area Seismic Hazard Map prepared by Caltrans, a peak acceleration based on maximum credible earthquakes of magnitude 6.75 along the Verdugo-Eagle Rock system would be higher than 0.6 g.

The Arleta - Nordhoff Avenue Fire Station (#24087) from the California Strong Motion Instrumentation Program - California Division of Mines and Geology is located 1.8 km (1.13 miles) west of the project, recorded a horizontal acceleration of 0.35 g and a vertical acceleration of 0.59 g during the 6.7 Magnitude (Mn) 1994 Northridge earthquake.

Ground Rupture

An analysis of the fault rupture hazard for a particular fault requires that the fault be located exactly, and its potential for rupture to be known, if only approximately.

The existing freeway is not located within the confines of the Alquist-Priolo Earthquake Fault Zoning Act and is not located over a previous well-defined fault trace of the Verdugo-Eagle Rock system. The closest well-defined fault trace for this system is located 0.43 km (0.26 miles) to the east of the existing freeway.

Based on the review of several geologic/seismologic reports, it is our opinion that the potential for ground rupture is small, however, at the north-end of the project it is reasonable to assume that possible surface ground rupture of any of the minor faults within Mission Hills (San Fernando System) would occur in the future as it did during the 1971 San Fernando Earthquake.

Liquefaction

Liquefaction exists when fine silts and sands are located below the water table. The water table can also be perched ground water. Liquefaction has been documented to affect soils to $\pm 15\text{m}$ (50 feet) deep, during prolonged periods of ground shaking.

Based on a regional study conducted by the U.S. Geological Survey (1985) using ground water levels measured from 1960-1975, it can be concluded that the relative liquefaction susceptibility along the project is considered to be very low to low.

The 1999 Hazard Maps - Burbank, Van Nuys and San Fernando Quadrangles issued by The Department of Conservation - Division of Mines & Geology shows that from PM 26.7 to PM 31.5 there is a potential for liquefaction along the project. However, during the last two major earthquakes in this area (1971 San Fernando: Mm=6.62 and the 1994 Northridge: Mm=6.7) liquefaction did not occur within these limits and/or the entire project limits.

Widening of the existing structures will require additional subsurface exploration, which would permit assessment of this seismic phenomenon in detail.

3-2 Energy

Energy consumption associated with vehicular movement is almost entirely confined to the consumption of fossil fuel (gasoline and diesel). According to the SCAG *1998 Regional Transportation Plan*, in the six-county SCAG region, an estimated 5.5 billion gallons of gasoline and 530 million gallons of diesel fuel were consumed annually in 1990. By the year 2020, these figures are estimated to grow to 7.7 billion gallons of gasoline and 740 million gallons of diesel fuel per year.

3-3 Hazardous Materials

An Initial Site Assessment (ISA) was completed in January 1995. The result of the ISA indicates that lead contamination exists on the unpaved area within the project limits.

Contaminated sites may exist adjacent to the highway and may impact the project during the construction stage. In addition, asbestos and leaded paint may exist in the building materials in some of the structures on the parcels that will be acquired for this project. Caltrans offices of Right-of-Way and Legal should be consulted regarding the acquisition and future reselling of these parcels as excess lands, as they may be considered contaminated properties.

3-4 Water Resources

3-4.1 Surface Waters

The surface waters of the proposed project lie primarily in the Los Angeles River Watershed. There are a number of smaller tributaries to the Los Angeles River that either cross or run along the proposed project, all of which are channelized. For the most part these smaller channels are used for storm water control and for groundwater recharge (discussed in section 3-4.3). The Los Angeles Watershed includes portions of the San Gabriel Mountains, the Santa Monica Mountains and the Santa Susana Mountains as well as the San Fernando Valley. No wild or scenic rivers exist within the project area.

3-4.2 Groundwater

According to the Hazardous Materials Report, the project area is within the San Fernando Valley groundwater plume. The water contained in this plume has been found to be contaminated and is considered a superfund site under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Boring logs from several bridge structures along the project were reviewed in preparation of the Geotechnical Report and ground water was not encountered to depths ranging from 9.0 to 18 meters (30 to 60 feet). The most recent boring log reviewed was BR #53-1219 (Laurel Canyon UC) drilled in 1992 to a depth of 27.4 meters (90 feet) and no perched water or ground water table was encountered at that time.

3-4.3 Groundwater Recharge

The northern terminus of the project is located just north of the Pacoima Spreading Grounds. This area acts as a percolation basin for groundwater recharge. The Tujunga spreading ground is located just south of the I-5/170 interchange. Approximately one (1) mile north-northeast of the I-5/170 interchange is another spreading basin, which is up-gradient of the project corridor and outside of the project study area.

3-5 Air Quality

3-5.1 Air Basin and Air Quality Issues

The study corridor is fully contained within the South Coast Air Basin (SCAB), which includes the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Within the basin, the climate is Mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. There can be pronounced differences in temperature, humidity, cloudiness, fog, rain, and sunshine over short distances. Prevailing wind direction is from the southwest, but from October to March, intermittent hot dry winds known as the “Santa Ana Winds” sweep in from interior desert regions.

The combination of topography, low mean pollutant/atmosphere mixing height (resulting from a prevalent inversion layer condition), abundant sunshine, and emissions from the second largest urban area in the United States gives the SCAB the most severe air pollution problem in the nation. The SCAB is a federal non-attainment area for ozone, carbon monoxide, and a serious non-attainment area for respirable 10-micron diameter particulate matter (PM₁₀). The SCAB has met attainment goals for lead, sulfur dioxide and nitrogen dioxide. PM_{2.5} non-attainment designation is currently under review by the EPA. PM_{2.5} non-attainment demonstration is currently in process. If the SCAB has been declared as non-attainment for PM_{2.5}, then a target date for attainment will be set.

Despite increases in population (84 percent between 1960 and 1990), industrial activity, and vehicle miles of travel, air quality trends have demonstrated a sustained reduction in pollutant concentrations between 1975 and 1999. These improved air quality levels and improving technology are the result of effective control strategies being developed under

cooperation between the South Coast Air Quality Management District (SCAQMD) and SCAG, and vehicular emissions control improvements mandated by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

3-5.2 Air Quality Regulations and Planning

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the EPA to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires each state to submit a State Implementation Plan (SIP) detailing the state's strategy for achieving the national standards.

The EPA has identified six air pollutants as being of nationwide concern: carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), ozone (O₃), PM-10, and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health, and final deposition into the atmosphere vary considerably. For the I-5 HOV Lane Improvement Project, CO would be a major concern during the project's operational phase, while PM-10 would be of major concern during the project's construction phase. CO is a colorless and an odorless gas, which in high concentrations can incapacitate the red blood cells and interfere with their ability to carry oxygen to body tissues. Vehicular sources account for over 95 percent of the region's CO emissions. Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. The principal health effect of the airborne particulate matter is on the respiratory system, although PM-10 has been associated with carcinogenic effects. Particulate matter in the form of fugitive dust mainly results from demolition, excavating/grading, and the operation of earth moving equipment. The following sections provide a brief discussion of federal/state CAA amendments and SCAQMD's air quality management strategy.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the CAA intended to intensify air pollution reduction efforts across the nation. One of the primary goals of the 1990 CAA amendments was an overhaul of the planning provisions for those areas not currently meeting the NAAQS. The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The CAA requires air districts throughout the country to develop: (1) a Federal Implementation Plan for PM-10 as required by Section 189(b)(2), and (2) a post-1966 Rate-of-Progress Plan as required in Section 182(2)(B).

California Clean Air Act Planning Requirements

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1988; it became effective on January 1, 1989, and was amended in 1992. The CAL-CAA initiated its own ambient air quality standards, which are far more stringent than the NAAQS. The CAL-CAA requires, beginning on December 31, 1994 and every three years thereafter, that each air quality district in the state demonstrate the overall effectiveness of its Air Quality Management Plan (AQMP) to achieve a reduction in basin-wide air pollutant emissions of five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.

SCAQMD Air Quality Management Planning

The SCAQMD, working in cooperation with SCAG, recently released the *1997 AQMP*; the most current plan to outline the overall control strategy to achieving emission reductions and air quality goals for the SCAB. The 1997 revision of the AQMP is designed to satisfy the planning requirements of both the federal CAA and CAL-CAA. The *1994 AQMP* is the basis for the *1997 AQMP* with many of the *1994 AQMP* control measures carried into the *1997 AQMP*. A majority of the *1994 AQMP* control measures are updated in terms of the proposed adoption and implementation schedule. As shown in Table 3-1, the *1997 AQMP* proposes the following attainment target dates.

Table 3-1: Attainment Target Dates for the SCAQMD		
Pollutant	Federal Standard	State Standard
NO ₂	Currently Met	Currently Met
CO	2000	2000
PM-10	2006	Post-2010
OZONE	2010	Post-2010
Source: SCAQMD, 1997; PBQ&D		

Similar to the *1994 AQMP*, the *1997 AQMP* proposes two tiers of emission reduction measures, based on availability and readiness of technology. Short- and intermediate-term measures propose the application of available technology and management practices between 1997 and the year 2005. These measures rely on known technologies and proposed actions to be taken by several agencies that currently have the statutory authority to implement such measures. These measures are designed to satisfy the federal CAA requirement of reasonably available control technologies (Section 172), and the CAL-CAA requirements of Best Available Retrofit Control Technologies (BARCT). To ultimately achieve ambient air quality standards, additional emission reductions will be necessary beyond the implementation of short- and intermediate-term measures. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 2000 and 2010. These long-term measures rely on further development and refinement of known low- and zero-emission control technologies in addition to technological breakthroughs.

A range of strategies, approaches, and techniques are identified. These focus on stationary, on-road, and off-road sources. The strategy for on-road motor vehicular

emissions is principally based on reducing mobile emissions through implementation of transportation control measures.

To achieve its goal, the AQMP calls for extended use of market incentives, including tax credits for companies that develop new technology for reducing vehicular emissions, as well as rebates, tax credits, and emission-based sales taxes on vehicles in proportion to their emissions production.

The 1989 CAL-CAA requires air quality planning districts to implement indirect source requirements to reduce vehicle-miles traveled and increases the commuting average vehicle ridership. By 1999, the average vehicle ridership target is 1.5 for the commuting public. Also, after 1997, according to the CAL-CAA, there should be no net increase in mobile source emissions. The CAL-CAA aims to affect a substantial decrease in growth in vehicle-miles traveled throughout the basin.

On-road mobile sources are to be controlled by a variety of methods, including: (a) controls imposed by the CARB primarily regarding emissions technology, (b) measures recommended in the Federal Implementation Plan (FIP) focusing on in-use emissions maintenance and importation restrictions into the SCAB, (c) indirect source control measures (trip reduction strategies of various kinds), and (d) transportation control measures which form the foundation of the mobile source portion of the AQMP.

Transportation Control Measures (TCM) constitute the focus of the AQMP for purposes of evaluating this project. TCM's include:

- Advanced transportation technology – Smart shuttle transit and Intelligent Vehicle Highway Systems (IVHS).
- Transportation improvements – HOV lanes, transit improvements, traffic flow improvements, park-ride and intermodal facilities, rideshare matching services, transportation demand management measures, and telecommunications facilities.
- Market incentives – emissions – and VMT-related fees and congestion pricing.

3-5.3 Monitored Air Quality

The present ambient background CO concentrations used for the analyses were the highest for the year 1998 obtained from the South Coast Air Quality Management District (SCAQMD) Burbank Monitoring Station. For the "worst case", analyses, it is assumed that there is no change in background levels between the years 1998, 2005 and 2020. The monitoring station's annual high for the one-hour is 8 parts-per-million (PPM) and for the eight-hour is 6.0 PPM, which is the second highest for 1999. The one-hour time was used because it provides the average hourly values needed for comparison with the state and federal ambient air quality standards.

3-6 Noise

3-6.1 Noise Standards

Traffic noise abatement requirements of the Federal Highway Administration (FHWA) are based on Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), “Procedures for Abatement of Highway Traffic and Construction Noise.” The FHWA criterion has abatement requirements when noise effects will substantially increase the ambient noise levels of adjacent areas. Also, under CEQA, a substantial increase in noise will constitute a significant impact and must be abated or justification provided for not providing mitigation. Under FHWA criteria, a traffic noise impact must be mitigated when the predicted noise levels “approach or exceed” the Noise Abatement Criteria (NAC) (Table 3-2) or when the predicted noise levels substantially exceed existing noise levels and it is reasonable and feasible to mitigate such exceedances. FHWA requirements are applicable to the proposed project.

Table 3-2: FHWA Noise Abatement Criteria (NAC)		
Activity Category	$L_{eq}(h)$ for noisiest Traffic Hour (dBA)	Description of Activity
A	57 (Exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need; and where the preservation of those qualities is essential to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
<p>Notes: The interior noise levels (activity) apply to:</p> <ul style="list-style-type: none">• Indoor activities for those parcels where no exterior noise-sensitive land use or activities are identified, and• Those situations where the exterior activities are either remote from the highway or shielded in some manner so that the exterior activities will not be affected by the noise, but the interior activities will. <p>$L_{eq}(h)$ is the one-hour energy equivalent sound level.</p> <p>Source: FHWA, 1982</p>		

3-6.2 Caltrans Noise Policy

Caltrans noise policy (developed to carry out FHWA noise abatement objectives) requires a determination to be made whether the proposed project will substantially increase the ambient (existing) noise levels in adjacent areas. If so, it may be considered a significant environmental impact, and must be mitigated. If noise abatement is found to be reasonable and feasible (in accordance with established criteria), sound barriers will be constructed. For purposes of noise analysis, when the predicted noise level reaches 1dBA less than the NAC, it is considered to be approaching the NAC for all land use categories. If traffic noise impacts have been identified, noise abatement must be

considered and all reasonable and feasible noise abatement measures must be considered in the project. When a sound barrier is proposed as a noise abatement measure, it must achieve a “substantial reduction” (a minimum noise reduction of 5 dBA).

3-6.3 Existing Conditions

Traffic noise typically results from the interaction of the sources (moving vehicles) and the roadway. A considerable portion of traffic noise derives from the sound emitted by the combustion engines of these vehicles. From the source to the receiver noise varies both in level and frequency. Changes in noise levels are perceived as follows: 3 dBA barely perceptible, 5 dBA readily perceptible, and 10 dBA perceived as a doubling or halving of noise.

A number of descriptors have been devised by acousticians to rate noise on the basis of such things as annoyance, loudness, short term, long term and by statistical levels. All Caltrans highway traffic noise analysis is currently for the worst noise hour $L_{eq}(h)$ which is the equivalent steady state noise level in a defined period of time that would contain the same acoustic energy as the time varying sound level during the same period. In this descriptor the instantaneous noise energy levels are averaged over a period of time. The result is the average acoustic energy for that period of time, which is converted back to a decibel level. The existing noise levels at specific locations can be found on Tables 5-5 to 5-8. The locations of the receptors are illustrated in Figures 5-1 to 5-5. Noise sensitive resources along the project corridor consist of residential land uses.

3-7 Biological Resources

The project area is a highly urbanized freeway corridor with mature landscaping along portions of the freeway shoulder and some off/on-ramps. Other than the Los Angeles River, vegetation is limited to freeway landscaping and ruderal species. Common species include oleander, eucalyptus, bottlebrush, ivy and maple. There is the possibility for invasive plant species to exist within the project area. The Los Angeles River has a rocky bottom and perennial, channel-wide water flow within the project area.

According to the Natural Environment Study Report, the vegetation in the freeway right-of-way contains disturbed wildlife habitat. Typical urban species would be expected, such as starling, house sparrow, rock dove, and the house mouse. Wildlife utilizing the river would likely include mallards, swallows, bats, raccoons and opossums.

3-8 Land Use

The I-5 Corridor passes through three cities: Los Angeles, Burbank and Glendale. Within the city limits of Los Angeles the corridor passes through three smaller communities: Sun Valley, Arleta and Pacoima. The Vicinity Map (fig.2-2) shows the project location in relation to these cities and communities.

The formation and subsequent growth of the corridor cities and communities have been shaped by their locations within the San Fernando Valley and their proximity to a number of regional freeway and railroad corridors. For the most part, these communities are

older and substantially urbanized; where existing development and land use patterns have been in place for many years. According to local general plans for Glendale, Burbank and Los Angeles, new growth in the project area is no longer occurring, with the exception of redevelopment projects in selected areas. The I-5 Corridor land use pattern is principally residential. It does however, contain scattered large-scale, regional commercial uses as well as pockets of industrial development.

In Glendale, the southbound side of the freeway is bordered by a mix of *Low* and *Medium Density Residential* land uses. The northbound side of the freeway is bordered by a mix of *Light* and *Restricted Industrial* land uses with a small pocket of *Low* and *Medium Residential*.

In Burbank, the southbound side of the freeway is almost entirely zoned for *General Manufacturing* with two small pockets of mixed *Multiple Family Medium Density* and *Single Family Low Density*. The northbound side of the freeway is bordered by a mix of *General Manufacturing*, *City Center Commercial*, *Shopping Center*, *Single Family Low Density* and *Low*, *Medium* and *High Density Multiple Family Residential*.

The portion of the project that is in the city of Los Angeles goes through the communities of Sun Valley, Arleta and Pacoima. The portion in Sun Valley is a mix of *Very Low* to *Low Density Residential* with a pocket of *Limited* and *Light Industrial* land uses. The portion in Arleta and Pacoima is bordered by *Low* and *Very Low Density Residential*.

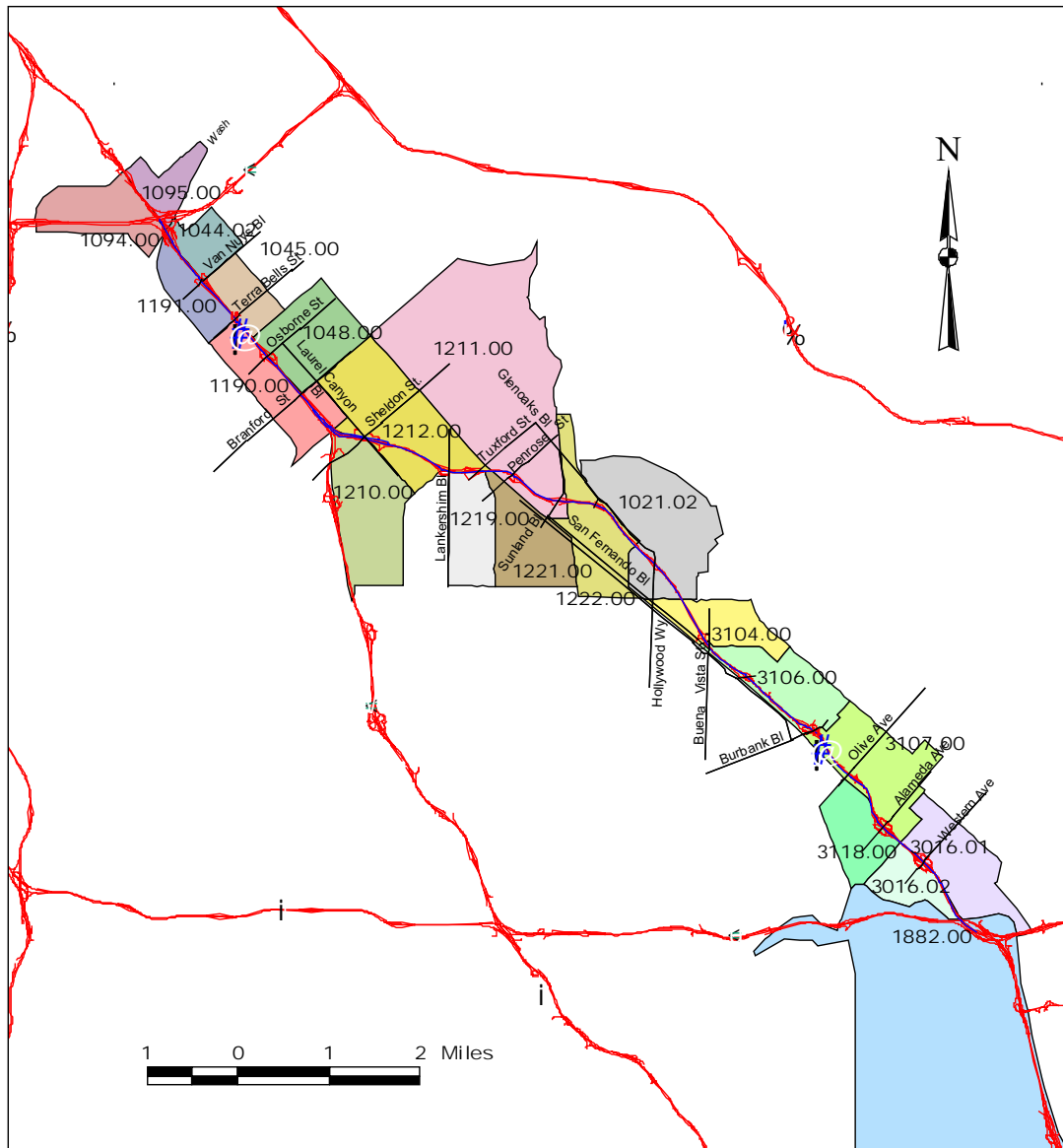
3-9 Population

3-9.1 Demographics

U.S. census data for 1980 and 1990 has been collected for several geographic units along the I-5 Corridor to portray the demographic characteristics of the corridor's population. Table 3-3 shows the ethnic composition of the study area. Figure 3-1 shows the census tracts along the I-5 Corridor.

Table 3-3: Study Corridor Ethnic Composition							
Jurisdiction	Census Tract	PERCENTAGE*					
		WHITE	BLACK	NATIVE AMERICAN	ASIAN	OTHER	HISPANIC
Burbank	3104.00	74.9%	1.8%	0.5%	9.8%	12.9%	25.6%
	3106.00	20.8%	1.2%	0.9%	0.6%	76.4%	94.4%
	3107.00	24.3%	1.5%	0.5%	1.0%	72.8%	92.3%
	3118.00	33.9%	2.5%	0.7%	5.1%	57.9%	82.7%
Glendale	3016.01	56.2%	3.3%	0.5%	8.0%	32.0%	51.6%
	3016.02	27.7%	1.2%	1.2%	2.8%	67.1%	90.2%
Los Angeles	1021.02	56.0%	1.4%	0.6%	11.5%	30.5%	56.6%
	1044.02	39.6%	1.4%	1.2%	5.6%	52.2%	81.0%
	1045.00	64.3%	3.3%	0.7%	13.3%	18.4%	40.8%
	1048.00	55.3%	1.6%	0.5%	8.9%	33.7%	47.2%
	1094.00	44.9%	2.8%	0.6%	12.6%	39.1%	64.5%
	1095.00	45.7%	2.4%	0.3%	11.3%	40.3%	62.2%
	1190.00	38.4%	3.2%	0.4%	10.1%	47.9%	66.6%
	1191.00	52.5%	3.4%	1.0%	6.0%	37.2%	66.7%
	1210.00	76.8%	4.2%	0.6%	13.4%	5.0%	15.5%
	1211.00	60.8%	2.2%	0.5%	11.5%	24.9%	39.8%
	1212.00	66.4%	1.4%	1.0%	7.1%	24.1%	42.5%
	1219.00	88.8%	0.4%	0.6%	5.6%	4.5%	17.9%
	1221.00	76.8%	3.5%	0.7%	9.0%	10.0%	24.2%
	1222.00	76.4%	3.0%	0.7%	8.6%	11.3%	27.7%
	1882.00	73.0%	2.8%	0.5%	5.7%	18.1%	46.1%
Notes: *Percentages do not add up to 100% because the "Hispanic" category overlaps with other categories.							
Source: U.S. Census Bureau, 1990.							

Figure 3-1: Affected Census Tracts



3-9.2 Median Household Income

The median household income in the study area in 1990 was \$34,865. This is slightly higher than midway in the range of median household incomes of the corridor cities. The affected census tracts within the city of Los Angeles had the highest median income at \$36,447 while Glendale had the lowest median income at \$28,527. Compared with Los Angeles County with a median income of \$34,965, the study area has about the same median household income. Table 3-4 shows the median household income for the various geographical units examined.

3-9.3 Poverty Level

The percentage of the population below the poverty level¹ varies considerably among the census tracts in the study area along the I-5 corridor. Twelve and a half percent (12.5%) of the population in the study area as a whole was below the poverty level in 1990. Within the study area census tract cities, Burbank has the lowest number of people below the poverty level at 10.87%, while Glendale has the most people below the poverty level at 16.18%. The tracts in Los Angeles had 12.53% of the population below the poverty level. The County of Los Angeles had 14.8% of its population below the poverty level overall. Table 3-4 shows poverty data for the various geographic units examined.

3-9.4 Disabled

The percentage of disabled persons² in the various geographical units studied is about the same. In the study area as a whole, the rate of disabled persons is 5.99%. This is slightly higher than the rate of disabled persons for the County of Los Angeles, which is 4.92%. In the study area cities the highest percentage of disabled persons occurs in Burbank at 8.19% and the lowest occurs in Los Angeles at 5.3%. Table 3-4 shows the percentage of disabled persons for the various geographic units examined.

1 The Office of Management and Budget prescribes the poverty thresholds used by the Census Bureau. The thresholds are revised annually to account for changes in the cost of living as reflected in the Consumer Price Index. They are not adjusted for regional variations in the cost of living. The poverty threshold varies by household size. In 1989, it ranged from \$6,310 for a single-person household to \$25,480 for a family with 9 or more persons. The poverty level for a family of four in 1989 was \$12,674.

2 Disabled persons includes those with mobility limitations, self-care limitations and both mobility and self-care limitations.

Table 3-4: Study Corridor Demographic Variables					
Jurisdiction	Census Tract	Population	Median Household Income³	Below Poverty Level¹	Disabled²
Burbank	3104.00	3235	\$35,679	6.37%	14.53%
	3106.00	7602	\$32,241	9.00%	7.14%
	3107.00	11691	\$30,525	13.04%	6.39%
	3118.00	6711	\$29,962	15.07%	4.69%
<i>City Total⁴</i>		29239	\$32,102	10.87%	8.19%
Glendale	3016.01	6633	\$27,234	17.31%	7.04%
	3016.02	4034	\$29,819	15.05%	6.49%
<i>City Total⁴</i>		10667	\$28,527	16.18%	6.77%
Los Angeles	1021.02	6452	\$50,569	6.64%	5.02%
	1044.02	4847	\$33,718	14.68%	1.88%
	1045.00	4474	\$34,038	18.86%	5.99%
	1048.00	9562	\$32,173	17.65%	3.17%
	1094.00	4037	\$37,137	11.78%	4.26%
	1095.00	2734	\$33,969	8.40%	6.84%
	1190.00	5199	\$41,005	9.99%	5.21%
	1191.00	4644	\$37,639	8.96%	5.10%
	1210.00	7075	\$37,664	9.72%	5.89%
	1211.00	4018	\$40,437	10.00%	4.65%
	1212.00	7449	\$32,172	13.56%	8.05%
	1219.00	3824	\$32,111	15.47%	6.62%
	1221.00	7621	\$34,907	14.53%	4.86%
	1222.00	5405	\$29,197	21.14%	5.77%
	1882.00	5611	\$39,970	6.50%	6.24%
<i>City Total⁴</i>		82952	\$36,447	12.53%	5.30%
Notes: ¹ The Census Bureau determines poverty level based on 1989 income below the appropriate poverty threshold. ² Disabled includes persons with both mobility and self-care limitations. ³ Median income for the City Total is the average of all the median incomes in the study area census tracts. ⁴ Total percentages are calculated from total population numbers.					
Source: U.S. Census Bureau, 1990.					

3-9.5 Demographic Trends

The 1980 and 1990 census data for percentage below the poverty level and percentage of white population was collected and used to discern any significant changes in the I-5 Corridor's demographic composition over the last ten years. Table 3-5 illustrates the percentage changes in poverty and ethnicity. All of the affected census tracts, with the exception of three in Los Angeles, experienced an increase in percentage living below the poverty level. The three tracts that experienced a drop in the number of people living below the poverty level were all in the community of Pacoima, near the northern terminus of the project. All of the tracts in Burbank and Glendale experienced an ethnic shift, with percentage of white population dropping as much as 69.4%. In the city of Los Angeles, four affected census tracts in the study area experienced an increase in the percentage white population. In the last ten years, the general trend in the I-5 Corridor is an increasing minority population and reduced incomes.

Table 3-5: Study Corridor Demographic Trends

Jurisdiction	Census Tract	Below Poverty (% Change)	White (% Change)
Burbank	3104.00	4.6%	-16.1%
	3106.00	2.5%	-69.4%
	3107.00	2.8%	-59.8%
	3118.00	3.3%	-47.2%
Glendale	3016.01	6.9%	-21.0%
Los Angeles	1021.02	2.1%	-30.8%
	1044.02	-1.0%	-8.8%
	1045.00	-2.6%	8.4%
	1048.00	8.6%	-4.6%
	1094.00	5.5%	-30.7%
	1095.00	-9.7%	-0.2%
	1191.00	1.3%	-5.2%
	1211.00	1.4%	-13.5%
	1212.00	7.1%	1.6%
	1219.00	5.9%	13.1%
	1221.00	4.9%	9.3%
	1882.00	3.7%	7.5%

Source: U.S. Census Bureau, 1980 & 1990.

3-10 Housing

Housing in the project study area is a mix of single and multi-family residences, with the majority of units being Single Family Residences (SFR). The housing stock in Glendale is newer than it is in Burbank and the portion of the project that falls in the City of Los Angeles. The housing stock within the project area and the vacancy rate remain stable.

3-11 Economics

3-11.1 Regional Business Activity

The entire project area is within the region of the SCAG. The region as a whole is comprised of six counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Regionally, there is no dominant business activity since the aerospace industry suffered losses during the 1991-93 recession. Other industries are becoming increasingly important, including high tech manufacturing, biomedical research and manufacturing, computer services, entertainment, apparel and international trade. The regional economy is very diversified and therefore is expected to be less sensitive to future disruptions affecting any single sector.

3-11.2 Business Activities in the Project Area

The business activity in the projects study area is very similar to the regional business activity, with a few exceptions. The project areas' proximity to transportation facilities (airport, railroad and interstate) has increased the amount of service type industry such as shipping. The amount of entertainment industry activity is also slightly higher in the project area than in the region as a whole.

3-12 Community Facilities And Services

Public services along the projects corridor include the Burbank-Glendale-Pasadena Airport, Whiteman Airport, Southern California Regional Railroad Association (SCRRA), Pacoima Junior High School, Sharp Avenue School, Woodbury University, Washington School, The Bethany Korean Community Church and the Iglesia Adventista Del Septimo Dia. The Burbank Metrolink Station is located off the southbound Verdugo Avenue off-ramp in the city of Burbank. This Metrolink Station is also the location of the only Park and Ride facility in the project area.

3-13 Circulation

Congestion Management Program: The Congestion Management Program (CMP) is a state-mandated program that addresses regional traffic congestion by linking transportation, land use, and air quality decisions. It also sets county standards for traffic modeling, defining levels of service (LOS), and traffic data collection. Compliance with the requirements of the CMP became effective in June 1990 with the passage of Proposition 111, which provided for a 9-cent increase in the gasoline tax to pay for programs under the CMP. Each county transportation agency (e.g., MTA in Los Angeles County) must adopt its own CMP and annually monitor the performance of local jurisdictions in complying with its implementation requirements. Compliance with the CMP is required for local jurisdictions to receive funding under Proposition 111. Because the I-5 Corridor travels through Los Angeles County, compliance with the Los Angeles County CMP (1999; first adopted in 1992, revised in 1993, and updated biennially) is required. SCAG provides regional oversight by reviewing the CMPs that fall within its jurisdiction. It is responsible for determining whether the CMP is consistent with its Regional Mobility Element (RME). The CMP, by statute, has five elements:

- Level of Service (LOS) standards for highway segments and key roadway intersections.
- Transit standards for frequency and routing of transit service coordination among transit operators.
- A trip reduction and travel demand management program, promoting alternative travel modes during peak periods.
- A program to analyze the impacts of local land use decisions on the regional transportation system.
- A seven-year capital improvement program that supports the CMP circulation system.

Regional Transportation Plan: The 1998 Regional Transportation Plan (RTP) is a policy and planning statement on transportation issues and goals in the SCAG region. It is comprised of a set of long-range policies, plans, and programs intended to ensure that the regional transportation system is compatible with federal and state mobility objectives. The goal of the RTP itself is to provide coordination and programming of transportation improvements in the SCAG region. The RTP was developed according to requirements outlined in the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act of 1998. SCAG is mandated with preparing and updating the RTP. Furthermore, actions by local transportation agencies must be consistent with the RTP in order for the agencies to receive federal and state funding. By law, transportation projects must be included in the RTP to be eligible for funding.

The 1998 RTP is a performance-based plan aimed at providing a long-range, coordinated approach to transportation improvements in the six-county SCAG region from 1998 through 2020. The RTP is revised every three years to update policy direction based on changing transportation infrastructure and financial, technological, and environmental conditions. The RTP identifies specific performance measures necessary to meet mobility, air quality, and other regional goals. The RTP is intended to provide the framework within which transportation improvement projects can be pursued to meet regional mobility goals and demonstrate air quality conformity under a financially constrained environment. The RTP describes a financially constrained series of proposed transportation policies, programs, and projects.

The RTP is based on the 20-year local plan of each county transportation agency. This plan identifies proposed transportation projects for which funding can be expected through 2020. The I-5 HOV project is included in the 1998 RTP and the 1998/99-2004/05 Regional Transportation Improvement Program.

I-5 currently experiences serious congestion (LOS of F0) while carrying substantial traffic volumes through the study area during peak hours. Due to continuous development along this corridor, long-range projections predict an increased amount of trips. Travel demands and urban growth projections indicate that if no improvements are made, unacceptable levels of service (F1) will extend for longer periods of time, over larger sections during peak travel periods.

3-14 Cultural Resources

Because most of the work would be conducted within the existing right-of-way, a minimal Area of Potential Effect (APE) was established around the existing facility and associated frontage roads in most areas for purposes of identifying historic and archeological resources. At the I-5/SR-170 Interchange, on the southbound side of I-5 south of Burbank Boulevard and on the northbound side at the Providencia Avenue overhead, the APE was enlarged to account for additional needed right-of-way. Because the corridor is a highly industrial, post-1950's urban landscape in most locations, only minimal APE boundaries were set for audible, visual, and atmospheric effects.

The historical/archaeological setting was researched through a number of lists, sources, and field surveys. None of the buildings were determined to be sensitive cultural

resources as they are all less than 50 years of age. The FHWA has concurred with the Negative Historic Property Survey Report (HPSR) and it is currently under review by the State Office of Historical Preservation (SHPO). A letter of concurrence from the SHPO will be located in Appendix I in the Final Environmental Document. In addition, no historic areas or districts were found to be located within the APE.

An Archaeological Survey Report (ASR) determined that no archaeological sites are known to exist within, or adjacent to, the project area.

3-15 Visual

The I-5 HOV projects areas are in the eastern side of the flat San Fernando Valley. Development radiates out from the freeway with few demarcations of city boundaries. Adjacent development is dense but land use patterns are suburban, including low-rise single family residential, strip commercial, and business parks. According to the Visual Impact Assessment, there are no scenic vistas from the freeway or adjacent uses. This portion of the freeway was constructed in the 1960s and has a well-worn appearance due to its age and heavy use. Traffic on I-5 is continual, often congested, and includes large numbers of commuters and freight trucks.

The freeway is bordered by a mix of commercial and industrial uses and by single-family residential neighborhoods in others. These neighborhoods are less visible from the freeway than the businesses due to adjacent soundwalls and landscaping. Commercial uses, however, bordering the freeway are visible from the freeway.

4. ENVIRONMENTAL EVALUATION

The attached Environmental Significance Checklist (see pages 30-32) was used to focus on the environmental impacts most likely to occur with project implementation. A “no” answer in the first column of the checklist documents a 'no effect' determination. A “yes” answer in the first column of the checklist documents the potential for effect. An asterisk (*) is shown on the checklist where a narrative discussion is provided to further clarify the determination of “no significant effect”. The analysis performed in connection with this Environmental Assessment (EA) indicates that after mitigation the proposed improvements to I-5 would not have a significant effect on any aspect of the human or physical environment, as defined by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Technical studies were done to determine the types and degrees of impacts associated with the proposed project. These studies are listed in Appendix A and are available for review at the Caltrans District 7 Office of Environmental Planning at 120 South Spring Street, Los Angeles, California 90012. These documents are incorporated by reference into this Initial Study/Environmental Assessment (IS/EA).

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
PHYSICAL - Will the proposal (either directly or indirectly):			
1.	Appreciable changes the topography or ground surface relief features?	NO	*
2.	Destroy, cover, or modify any unique geologic or physical features?	NO	
3.	Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	NO	
4.	Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO	
5.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO	
6.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
7.	Result in an increase in the rate of use of any natural resource?	NO	
8.	Result in the substantial depletion of any nonrenewable resource?	NO	
9.	Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?	NO	*
10.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	*
11.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
12.	Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO	*
13.	Result in the use of water in large amount or in a wasteful manner?	NO	
14.	Affect wetlands or riparian vegetation?	NO	*
15.	Violate or be inconsistent with federal, state or local water quality standards?	NO	
16.	Result in changes in air movement, moisture or temperature, or any climatic conditions?	NO	
17.	Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO	*
18.	Result in the creation of objectionable odors?	NO	
19.	Violate or be inconsistent with any federal, state or local air standards or control plans?	NO	*
20.	Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
21.	Result in any federal, state or local noise criteria being equaled or exceeded?	YES	NO*
22.	Produce new light, glare or shadows?	NO	

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
BIOLOGICAL - Will the proposal (either directly or indirectly):			
23.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	NO	*
24.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO	*
25.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO	*
26.	Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	NO	
27.	Removal or deterioration of existing fish or wildlife habitat?	NO	*
28.	Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	*
29.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO	*
30.	Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	NO	
31.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO	
SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):			
32.	Cause disruption of orderly planned development?	NO	
33.	Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO	
34.	Be inconsistent with a Coastal Zone Management Plan?	NO	
35.	Affect the location, distribution, density, or growth rate of the human population of an area?	NO	
36.	Affect lifestyles, or neighborhood character or stability?	NO	
37.	Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	NO	*
38.	Divide or disrupt an established community?	NO	*
39.	Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	*NO
40.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	*NO
41.	Affect property values or the local tax base?	NO	
42.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	NO	
43.	Affect public utilities, or police, fire, emergency or other public services?	NO	
44.	Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?	YES	*NO

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
45.	Generate additional traffic?	NO	*
46.	Affect or be affected by existing parking facilities or result in demand for new parking?	NO	
47.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NO	
48.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?	NO	
49.	Result in alterations to waterborne, rail or air traffic?	NO	
50.	Support large commercial or residential development?	NO	
51.	Affect a significant archaeological or historic site, structure, object, or building?	NO	*
52.	Affect wild or scenic rivers or natural landmarks?	NO	
53.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO	*
54.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	YES	*NO
55.	Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?	NO	
MANDATORY FINDINGS OF SIGNIFICANCE			
56.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	NO	*
57.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	*
58.	Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	NO	*
59.	Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	NO	*

5. DISCUSSION OF ENVIRONMENTAL EVALUATION

5-1 PHYSICAL ENVIRONMENT (Questions 2-8, 11, 13, 15, 16, 18, 22)

These projects will neither directly nor indirectly: Modify any unique geological features; Result in the loss of availability of a known mineral resource; Result in unstable earth surfaces or increase the exposure of people or property to seismic hazards; Result in or be affected by soil erosion or siltation; Result in the increased use of fuel or energy in large amounts or in a wasteful manner; Result in an increase in the rate of use of any natural resource; Result in the substantial depletion of any nonrenewable resource; Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves; Result in the use of water in a large amount or in a wasteful manner; Violate or be inconsistent with federal, state or local water quality standards; Result in changes in air movement, moisture or temperature, or any climatic conditions; Result in the creation of objectionable odors; Produce new light, glare or shadows.

5-2 TOPOGRAPHY (Question 1)

The Route 134 to 170 project proposes outside widening of the freeway on the northbound shoulder between Providencia Avenue and Verdugo Avenue to provide adequate stopping distance for a design speed of 105 km/h (65.2 mph). Between Buena Vista Street and Hollywood Way the freeway will be widened on both sides to provide for a CHP enforcement area. The Route 170 to 118 project proposes outside widening on the northbound side of the freeway from 100 meters (328 ft) north of the Sheldon Street overcrossing to the northern terminus project. The sections of the freeway that are elevated and outside widening is proposed, retaining walls must be constructed to maintain the minimum 2:1 side slope.

MEASURES TO MINIMIZE HARM: None required; standard-engineering practices will be used.

5-3 HAZARDOUS AND SOLID WASTE (Question 9)

These projects are within the area of the San Fernando Valley groundwater plume. If any dewatering needs to occur in this area, contaminated water will be encountered.

All residential properties needed for the project are clear of hazardous waste contamination, however building materials may contain asbestos and lead paint.

There are several commercial and light manufacturing businesses that may be acquired. Some of them are using hazardous materials; therefore they have the potential for hazardous waste contamination.

According to an Initial Site Assessment of the project area conducted by Geocon dated January 3, 1995, unpaved areas within six (6) meters (19.7 ft) of the edge of travel way are contaminated with aerial deposited lead.

During construction, solid wastes generated may be classified as decomposable material that must be removed from the construction area or non-decomposable material that may remain within embankment areas. Decomposable material can include vegetation from clearing and grubbing operations and scrape lumber. Non-decomposable material can include broken asphalt pavements, concrete, brick and rock.

MEASURES TO MINIMIZE HARM: Once the selected alternative has been identified, site-specific recommendations will be developed (for properties subject to acquisition) for additional data collection and Phase II sampling. In addition, because there are properties that are not subject to acquisition, but are also potential contamination sources that could affect the project, it is possible that some level of Phase II site investigation work (i.e., soil and groundwater sampling) will be required within the project's right-of-way limits to evaluate potential impacts to the project from these off-site sources. However, it is recommended that the project be better defined prior to conducting intrusive investigations in order to maximize cost effectiveness.

All hazardous or solid wastes and debris encountered or generated during construction will be properly disposed in accordance with all federal, state, and local laws and regulations. Site remediation and waste disposal will be done in conformance with all state and federal regulations.

Project construction will be conducted with a contingency plan in place in the event that unidentified underground storage tanks, hazardous materials, contaminated water, petroleum products, or hazardous or solid wastes are unexpectedly encountered during construction. This contingency plan will address underground storage tank decommissioning, field screening and materials testing methods, mitigation and contamination requirements, and health and safety requirements for construction workers.

In addition, all structures that would be demolished as part of construction will undergo an evaluation for the presence of asbestos-containing materials and lead-based paint prior to demolition. The exact number and location of acquisitions will be identified during the project's final design stage.

Decomposable solid waste materials generated during construction will be placed in dumpsites that the contractor is obligated by contract specification to provide. All dumpsites must be approved prior to construction

Because of the regional groundwater condition, it may be appropriate to perform some level of systematic groundwater sampling within the project area where groundwater will be encountered during construction. Such sampling could be performed in conjunction with other Phase II efforts recommended within the project area due to possible contamination from identified off-site sources.

Any wells encountered will need to be researched through the California Department of Oil and Gas to determine if they were abandoned properly. If not, the wells will need to be re-abandoned according to the State of California codes and regulations.

A further site investigation was performed by a consultant (GEOCON) to determine a cost estimate to clean-up lead contamination on the southern section, between Routes 134 and 170, of the proposed project. The results of this site investigation indicate that it will cost \$1.6 million, in 1995 dollars, to remediate the lead contamination within the limits of this project. A Phase II lead investigation should be conducted to determine whether special provisions would be required during construction for the identification, handling, and disposal of lead-contaminated soils. There is a variance in place, which allows the reuse of soils that are contaminated with aerial deposited lead.

5-4 WETLANDS & WATER QUALITY (Questions 10, 12 & 14)

The gap between the northbound and southbound traffic lanes over the L.A. River will be closed (decked over) to provide room for the HOV lanes. At this location, the L.A. River has a rocky bottom and perennial, channel-wide water flow. There is some build-up of sediment and ruderal vegetative growth immediately upstream and downstream of the site, but this should not be impacted. Equipment and personnel will have to enter the riverbed to construct falsework for this closure.

MEASURES TO MINIMIZE HARM: The construction of falsework in the channel would not be subject to Army Corps of Engineers (ACOE), provided that all vehicles entering the channel have rubber tires. Only if vehicles with tracks are used, will an ACOE 404 (and Regional Water Quality Control Board 401) permit be required.

A 1601 Streambed Alteration Agreement will be required from the California Department of Fish and Game due to the presence of ruderal vegetation. This permit will probably restrict work in the channel to the "dry" season (March 15 to October 15). It may also require water diversion around the construction area and measures to reduce impacts to bats and/or swallows, if they are present.

Because this is a flood control channel, a permit will also be required from the Los Angeles County Flood Control District. This permit, which should be obtained by the Project Manager, may further restrict when work will be allowed in the channel.

As mentioned above, there are several drainages that cross I-5 within the project limits. There are also several existing drainage inlets that will be removed. Construction in the vicinity of these drainages and drainage inlets has the potential to adversely affect water quality. All appropriate Caltrans Best Management Practices (BMPs) should be adhered to so that state and federal water quality standards are maintained. This would include, but not be limited to, the use of debris catchment devices, silt fences and sediment traps.

5-5 AIR POLLUTANTS (Questions 17 & 19)

A quantitative analysis was completed for both the Build and No Action Alternatives. This analysis showed a slight decrease in the CO concentrations for the build alternatives over the No Action Alternative. Adding the HOV lane improves the traffic flow, reduces traffic delays, relieves congestion, which results in reduced carbon monoxide emissions.

The project does not lead to an increase in emissions due to the improvement in traffic flow.

In order to estimate CO concentrations two types of models were run: the Emission Factor Model and a Microscale Dispersion Model. The emission factors were calculated by the latest version of EMFAC, CT-EMFAC7 F1.1 and the one-hour CO concentrations were calculated using the CALINE4 microscale dispersion model.

The analysis results for the 1 and 8 hour worst case CO concentrations for the future years 2005 and 2020 are shown in Tables 5-1 through 5-4. The U.S. EPA Region 9 has approved the CO protocol methods as an appropriate analysis used to generate the forecasted concentrations. None of the build alternatives will increase ambient CO levels. This project will not produce any new air quality violations. At present and in the years to come the air quality standards for CO will not be exceeded because of this project.

The PM-10 Air Quality Summaries for years 1994 through 1999 published by the Air Resources Board, South Coast AQMD for Burbank-W Palm Avenue Monitoring Station showed no monitored violations occurring at or near the project location. This monitoring station is the closest to the project. There is no reason to believe that this project will contribute in a hot spot fashion to any known violations. Regional conformity already accounts for PM-10 emissions from regional VMT. This project is included in the Approved RTP and TIP, therefore PM-10 issues have already been accounted for.

Conformity Statement

FHWA and FTA made a conformity determination on the SCAG *1998 Regional Transportation Plan* (RTP) on June 9, 1998 and the SCAG *1998/2005 Regional Transportation Improvement Program* (RTIP) on July 31, 1998.

Both the proposed I-5 HOV Lane Improvement Projects are not significantly different than the projects identified in the *1998/99-2004/05 RTIP*

Neither of the proposed I-5 HOV Lane Improvement Projects will create any new CO violations and will decrease the frequency and severity of any existing CO violations.

Therefore, it is determined that both the proposed I-5 HOV Lane Improvement Projects are in conformance with the CAAAs of 1990.

MEASURES TO MINIMIZE HARM: None Required

Table 5-1: Year 2005 1-hour CO Concentrations (Parts-per-Million)					
Receptor	Ambient²	No Build		Build	
		Roadway Contribution¹	Total	Roadway Contribution¹	Total
Route 134 to Western	8	1.2	9.2	1.1	9.1
Western to Alameda	8	1.3	9.3	1.2	9.2
Alameda to Verdugo	8	1.2	9.2	1.1	9.1
Verdugo to Burbank	8	1.2	9.2	1.1	9.1
Burbank to San Fernando	8	0.9	8.9	0.9	8.9
San Fernando to Buena Vista	8	0.8	8.8	0.7	8.7
Buena Vista to Hollywood Way	8	0.8	8.8	0.8	8.8
Hollywood Way to Roscoe Bl	8	0.9	8.9	0.9	8.9
Roscoe Bl to Sunland Ave	8	0.8	8.8	0.8	8.8
Sunland Ave to Penrose	8	0.9	8.9	0.9	8.9
Penrose to Tuxford	8	0.8	8.8	0.7	8.7
Tuxford to Lankershim	8	0.7	8.7	0.7	8.7
Lankershim to Sheldon	8	1.1	9.1	1.1	9.1
Sheldon to Route 170	8	0.7	8.7	0.7	8.7
Route 170 to Branford	8	1.9	9.9	1.6	9.6
Branford to Osborne	8	2.7	10.7	2.5	10.5
Osborne to Terrabella	8	1.3	9.3	1.3	9.3
Terrabella to Van Nuys	8	1.5	9.5	1.5	9.5
Van Nuys to Route 118	8	1.5	9.5	1.4	9.4
1. Receptors are located at the right-of-way line 2. Year 1998's Annual High at Burbank Air Quality Monitoring Station Source: Caltrans, Physical Environment Report, October 1999					

Table 5-2: Year 2020 1-hour CO Concentrations (Parts-per-Million)					
Receptor	Ambient²	No Build		Build	
		Roadway Contribution¹	Total	Roadway Contribution¹	Total
Route 134 to Western	8	1.7	9.7	1.3	9.3
Western to Alameda	8	1.8	9.8	1.4	9.4
Alameda to Verdugo	8	1.7	9.7	1.3	9.3
Verdugo to Burbank	8	1.8	9.8	1.4	9.4
Burbank to San Fernando	8	1.2	9.2	0.9	8.9
San Fernando to Buena Vista	8	0.9	8.9	0.8	8.8
Buena Vista to Hollywood Way	8	1.0	9.0	0.8	8.8
Hollywood Way to Roscoe Bl	8	1.2	9.2	1.0	9.0
Roscoe Bl to Sunland Ave	8	1.0	9.0	0.8	8.8
Sunland Ave to Penrose	8	1.0	9.0	0.9	8.9
Penrose to Tuxford	8	0.9	8.9	0.7	8.7
Tuxford to Lankershim	8	0.8	8.8	0.7	8.7
Lankershim to Sheldon	8	1.3	9.3	1.1	9.1
Sheldon to Route 170	8	0.6	8.6	0.6	8.6
Route 170 to Branford	8	3.1	11.1	2.3	10.3
Branford to Osborne	8	4.1	12.1	3.4	11.4
Osborne to Terrabella	8	1.8	9.8	1.5	9.5
Terrabella to Van Nuys	8	2.0	10.0	1.8	9.8
Van Nuys to Route 118	8	2.0	10.0	1.7	9.7
1. Receptors are located at the right-of-way line 2. Year 1998's Annual High at Burbank Air Quality Monitoring Station Source: Caltrans, Physical Environment Report, October 1999					

Table 5-3: Year 2005 8-hour CO Concentrations (Parts-per-Million)					
Receptor	Ambient²	No Build		Build	
		Roadway Contribution¹	Total	Roadway Contribution¹	Total
Route 134 to Western	6.0	0.8	6.8	0.8	6.8
Western to Alameda	6.0	0.9	6.9	0.8	6.8
Alameda to Verdugo	6.0	0.8	6.8	0.8	6.8
Verdugo to Burbank	6.0	0.8	6.8	0.8	6.8
Burbank to San Fernando	6.0	0.6	6.6	0.6	6.6
San Fernando to Buena Vista	6.0	0.6	6.6	0.5	6.5
Buena Vista to Hollywood Way	6.0	0.6	6.6	0.6	6.6
Hollywood Way to Roscoe Bl	6.0	0.6	6.6	0.6	6.6
Roscoe Bl to Sunland Ave	6.0	0.6	6.6	0.6	6.6
Sunland Ave to Penrose	6.0	0.6	6.6	0.6	6.6
Penrose to Tuxford	6.0	0.6	6.6	0.5	6.5
Tuxford to Lankershim	6.0	0.5	6.5	0.5	6.5
Lankershim to Sheldon	6.0	0.8	6.8	0.8	6.8
Sheldon to Route 170	6.0	0.5	6.5	0.5	6.5
Route 170 to Branford	6.0	1.3	7.3	1.1	7.1
Branford to Osborne	6.0	1.9	7.9	1.8	7.8
Osborne to Terrabella	6.0	0.9	6.9	0.9	6.9
Terrabella to Van Nuys	6.0	1.1	7.1	1.1	7.1
Van Nuys to Route 118	6.0	1.1	7.1	1.0	7.0
1. Receptors are located at the right-of-way line 2. Year 1998's Annual High at Burbank Air Quality Monitoring Station Source: Caltrans, Physical Environment Report, October 1999					

Table 5-4: Year 2020 8-hour CO Concentrations (Parts-per-Million)					
Receptor	Ambient²	No Build		Build	
		Roadway Contribution¹	Total	Roadway Contribution¹	Total
Route 134 to Western	6.0	1.2	7.2	0.9	6.9
Western to Alameda	6.0	1.3	7.3	1.0	7.0
Alameda to Verdugo	6.0	1.2	7.2	0.9	6.9
Verdugo to Burbank	6.0	1.3	7.3	1.0	7.0
Burbank to San Fernando	6.0	0.8	6.8	0.6	6.6
San Fernando to Buena Vista	6.0	0.6	6.6	0.6	6.6
Buena Vista to Hollywood Way	6.0	0.7	6.7	0.6	6.6
Hollywood Way to Roscoe Bl	6.0	0.8	6.8	0.7	6.7
Roscoe Bl to Sunland Ave	6.0	0.7	6.7	0.6	6.6
Sunland Ave to Penrose	6.0	0.7	6.7	0.6	6.6
Penrose to Tuxford	6.0	0.6	6.6	0.5	6.5
Tuxford to Lankershim	6.0	0.6	6.6	0.5	6.5
Lankershim to Sheldon	6.0	0.9	6.9	0.8	6.8
Sheldon to Route 170	6.0	0.4	6.4	0.4	6.4
Route 170 to Branford	6.0	2.2	8.2	1.6	7.6
Branford to Osborne	6.0	2.9	8.9	2.4	8.4
Osborne to Terrabella	6.0	1.3	6.3	1.1	7.1
Terrabella to Van Nuys	6.0	1.4	7.4	1.3	7.3
Van Nuys to Route 118	6.0	1.4	7.4	1.2	7.2
1. Receptors are located at the right-of-way line 2. Year 1998's Annual High at Burbank Air Quality Monitoring Station Source: Caltrans, Physical Environment Report, October 1999					

5-6 NOISE LEVELS (Questions 20 & 21)

Noise impacts are determined by comparing noise levels for existing conditions with future predicted noise levels for the project. The key to this analysis is the predicted future year data. The traffic data used for this analysis was derived from studies supplied by Caltrans Los Angeles Regional Transportation Study (LARTS) branch. It should be noted that peak hour traffic on portions of I-5 show reduced speeds. Therefore, the peak hour noise occurs when traffic flows at Level of Service (LOS) C. This corresponds to approximately 1500 vehicles per lane per hour (V/L/H) travelling at sixty (60) miles per hour (MPH). Historically, this has been shown to be the worst case noise condition.

A representative receptor analysis was done using the worst case traffic volumes for each scenario and computing the noise levels at the specific receptor locations, including the effects of any existing barriers that may affect these levels.

These analyses showed that a number of existing residential, and other noise sensitive land uses, currently exceed the Federal Highway Administration (FHWA) criterion of 67 decibels (dBA). Future noise levels along the project corridor were established (during the peak noise hour using the $L_{eq}(h)$ index) by using the future traffic volumes and roadway geometrics. These results indicate that future noise levels in several areas along the proposed project corridor are anticipated to exceed the FHWA noise criterion. Tables 5-5 to 5-9 show current and future predicted traffic noise levels as well as recommended wall heights and locations. However, no substantial increase in noise levels is expected as a result of implementing any of the "Build" alternatives for this project. The Noise Investigations Section investigated and identified all commercial land use activities for noise impact, including activity categories C and D respectively for developed lands (commercial areas) and for undeveloped lands (Table 3-2, page 18). There are three sites for the entire project area with outside human activity in category C impacted by freeway noise. However, these sites do not approach or exceed the State and Federal criteria for noise abatement.

MEASURES TO MINIMIZE HARM: Several sections of the study area currently have noise barriers installed. Additional noise barriers will be built as noise level abatement only in areas that have been found to be reasonable and feasible using established criteria. Noise barriers may be constructed as a part of the proposed HOV projects at the locations along I-5 as illustrated in Figures 5-1 to 5-5.

For the Route 170 and I-5 interchange, two alternatives were analyzed for traffic noise attenuation. Alternative 1 provides soundwalls along the northbound I-5 right-of-way and on the northbound Route 170 to northbound I-5 connector. This alternative was deemed not feasible because the required soundwall exceeds Caltrans maximum soundwall height of 16 feet. Noise Abatement alternative 2 provides a 12-foot (3.66 meters) soundwall along the private-owner property line. It was determined that this soundwall location is the most effective in reducing traffic noise. This option will require right-of-way mitigation in order to provide soundwall construction on private property. Refer to SN101 on Table 5-8 and Figure 5-4.

Table 5-5: Noise Analysis Summary - I-5 from Route 118 to Route 170

Table 5-5: Noise Analysis Summary - I-5 From Route 118 to Route 170													
Site No.	Dir.	Limits	** Begin / End Wall Stations (METRIC)	Ref. Elev.	Wall Location	Exist. Noise Level	Exist. Wall Height	Predicted Noise Levels for the Year 2024 Barrier Height Alternatives *					
								No Wall dBA	2.44m	3.05m	3.66m	4.27m	4.88m
SS99	S/B	Kingsbury St to S/O Minnehaha St	soundwall not feasible	ETW	ES	65		66	65	64	63		
SS100	S/B	N/O Paxton Ave to S/O Paxton Ave	soundwall not feasible	ETW	ES	65	2.4m	66	65	64	64	N/F	
SS101A	S/B	S/O Paxton to N/O Filmore St	soundwall not feasible	ETW	ES	68	2.4m	70	69	68	67	N/F	
SS101	S/B	N/O Filmore St to Mercer St	soundwall not feasible	ETW	ES	70	2.4m	72	71	70	68	N/F	
SS102	S/B	Mercer St to N/O Van Nuys Blvd	622+00 Join / 620+25	ETW	ES	68		70	69	67	66* (65)		
SS103	S/B	S/O Van Nuys Blvd to Carl St	618+90 Join / 617 +50	ETW	ES	68		70	68*	66 (65)	65		
SS104	S/B	Carl St. to S/O Pierce St	soundwall not feasible	ETW	ES	68	3.3m		70	69	68	NF	
SS105	S/B	S/O Pierce St to Terra Bella St	soundwall not feasible	ETW	ES	68	3.3m		70	70	69	N/F	
SS106	S/B	Terra Bella St to N/O Goleta St	soundwall not feasible	ETW	ES	67	3.0m		69	68	67	N/F	
SS107	S/B	N/O Goleta St to S/O Kagel Cny	soundwall not feasible	ETW	ES	68	3.0m		70	69	68	N/F	
SS108	S/B	S/O Kagel Cny to N/O Osborne St	soundwall not feasible	ETW	ES	65	2.5m		67	66	65	64	N/F
SS109	S/B	S/O of Osborne St to Montage St	soundwall not feasible	ETW	ES	66	3.0m			68	67	66	N/F
SS110	S/B	Montage St to Branford St	soundwall not feasible	ETW	ES	66	3.0m			68	66	65	N/F
SS111	S/B	Branford St to S/O Branford St	593+10 /590+00	ETW	ES	68		78	72*	70	69	(68)	
SS112	S/B	S/O Branford St to S/O Crowley St	590+00 / 586+90	ETW	ES	68		78	73	71*	69	(68)	
SS113	S/B	N/O Tonopah St to S/O Tonopah St	No existing soundwall			59		61					Soundwall not required
SS114	S/B	S/O 170 to Sheldon St	No existing soundwall			62		64					Soundwall not required

() : Caltrans wall height recommendations

ES = Edge of Shoulder, ROW = Right of Way, ETW = Edge of Travelled Way

Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.

* Lowest height that breaks line-of sight to 3.5 m (11.5') truck stack and receptor.

** All stations are considered plus or minus with reference to Fwy center line.

Future noise level behind existing soundwall.

metric conversion	
2.44m	8 ft
3.05m	10 ft
3.66m	12 ft
4.27m	14 ft
4.88m	16 ft

Table 5-6: Noise Analysis Summary - I-5 from Route 170 to Route 134

Table 5-6: Noise Analysis Summary - From Route 170 to Route 134													
Site No.	Dir.	Limits	** Begin / End Wall Stations (METRIC)	Ref. Elev.	Wall Location	Exist Noise Level	Ext. Wall Height	Predicted Noise Levels for the Year 2024 Barrier Height Alternatives *					
								No Wall dBA	2.44m	3.05m	3.55m	4.27m	4.88m
SS200A	S/B	Sheldon ave to Laurel cny	soundwall mod not feasible 575+60 / 569+00 EX Low Noise Level	R/W	R/W	65	3.05m		66	65	63	62	
SS200	S/B	Laurel cny to Peoria st		R/W	R/W	65	2.44m		67*	64	63	(61)	60
SS201A	S/B	Peoria st to Redbank st		R/W	R/W	63	3.05m			65	64	63	61
SS201	S/B	Redbank st to N/O Lankershim blvd	Low Noise Level	R/W	R/W	63	2.44m		65	63	61	59	58
SS202	S/B	Lankershim blvd to N/O Tuxford st	562+30 / 560+40 EX	R/W	R/W	65	3.05m		67*	66	64	(62)	
SS203	S/B	S/O Nettleton st to N/O Sunland blvd	544+65 / 543+20	R/W	R/W	71		73	70*	68	66	(64)	63
SS204	S/B	Sunland blvd to Wheatland st	541+90 / 540+80	TC/ETW	TC/ETW	68		70	67*	66	64	(63)	62
SS205	S/B	Wheatland st to Roscoe blvd	541+20 / 537+40	ETW	R/W	68		70	67*	66	65	(63)	62
SS206	S/B	S/O Roscoe blvd to N/O Lanark st	537+40 / 534+20 Join	ETW	R/W	69		71	69*	67	66	(65)	64
SS207	S/B	N/O Lanark st to S/O Arminta	soundwall mod not feasible	ETW	ES	68	3.05m		70	69	68	67	
SS208	S/B	S/O Arminta to Hollywood way	530+60 Join / 523+20	ETW	R/W	69	2.44m	73A	70	69*	67	(65)	64
SS209	S/B	Keswick ave to Cohasset st	523+40 / 520+80	ETW	R/W	65	2.44m	70A	66	64*	63	(61)	60
SS210	S/B	S/O Flower st to N/O Alameda	519+00 / 513+00	ETW	R/W	66	3.05m	72A	69	68	67	(65)	64
SS211	S/B	S/O Alameda to Linden ave	461+00 / 458+00	ETW	ES-R/W	68		70	67	66*	65	(64)	63
SS212	S/B	Linden ave to Allen ave	457+00 / 454+55 ***	ETW	R/W	71		72	71	69*	68	(66)	65
SS213	S/B	Allen ave to S/O Irving ave	454+55 / 452+80	ETW	ES	72		73	69	67*	66	(65)	64
SS214	S/B	S/O Irving av to S/O Thompson ave	452+80 / 451+00	ETW	ES	71		73	70*	69	67	(66)	65
SS215	S/B	S/O Thompson ave to N/O Western	451+00 / 449+60 ***	ETW	R/W	71		73	71*	69	68	(67)	66
SS216	S/B	S/O Western to Winchester ave	449+60 / 448+50	ETW	R/W	69		71	70	69*	67	(66)	64
SS217	S/B	Winchester ave to Sonora ave	447+50 / 446+75 Join	ETW	R/W	68		69	67	65*	64	(62)	61
SS218	S/B	Sonora ave to Paula ave	446+75 / 443+00	ETW	R/W-ES	65	3.55m	72A	69	68	66	(64)	63
SS219	S/B	Paula ave to L.A. River	443+00 / 439+10	ETW	ES-R/W	69	3.66m	73A	70	69	67	(66)	65
SS219	S/B		439+10 Join/ 437+00	ETW	ES	72		73	70	69*	67	(66)	65

() : Caltrans wall height recommendations A : Approximate dBA without existing wall

ES = Edge of Shoulder, R/W = Right of Way, ETW = Edge of Travelled Way

Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.

Actual location and height of soundwall to be determined during PS&E

* Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.

** All stations are considered plus or minus with reference to Fwy center line.

*** Retaining wall required

EX : soundwall extension may be feasible & will be evaluated during PS&E

Future noise level behind existing soundwall

metric conversion	
2.44m	8 ft
3.05m	10 ft
3.66m	12 ft
4.27m	14 ft
4.88m	16 ft

Table 5-7: Noise Analysis Summary - I-5 from Route 134 to Route 170

Table 5-7: Noise Analysis Summary - I-5 From Route 134 to Route 170										
Site No.	Dir.	Limits	Ref. Elev.	Wall Location	Exist. Noise Level	Ext. Wall Height	Predicted Noise Levels for the Year 2024			
							No. Wall dBA	2.44m	3.05m	3.66m
SN301	N/B	S/O Sonora ave	ETW	R/W-ES	65	3.66	73A	70	69	67
SN302	N/B		ETW	ES	67	4.27				64
SN303	N/B	N/O Burbank blvd to San Fernando rd		ES	67	3.66			69	67
SN304	N/B			ES	65	3.66			66	65
SN305	N/B		ETW	ES	69	3.66			70	69
SN306	N/B			ES	65	3.66			67	66
SN307	N/B	N/O San Fernando rd to Buena Vista		ES	65	3.66			67	65
SN308	N/B			ES	67	3.05		69	67	66
SN309	N/B		ETW	ES	68		69	65	63	61
SN310	N/B	Buena Vista on-ramp	ETW	ES	65	3.05		67	65	64
SN311	N/B	N/O Cohasset st to Hollywood way	ETW	R/W	67	4.27	72A	69	67	66
SN312	N/B	Hollywood way to S/O Lanark st	ETW	R/W	69	3.66	72A	69	67	66
SN313	N/B		ETW	R/W	71		72	69	67	66
SN314	N/B	S/O Lanark st to Roscoe blvd	ETW	ES	69		71	67	66	64
SN315	N/B		ETW	R/W	70		71	69	68	66
SN316	N/B		ETW	R/W	65		68	66	64	63
SN317	N/B	N/O Roscoe blvd to Sunland blvd	ETW	R/W	72		74	69	67	66
SN318	N/B	Sunland blvd to STA 544+60	ETW	R/W	74		76	70	68	66
SN319	N/B		ETW	R/W	62	3.66			65	63
SN320	N/B	N/O Lankenshim blvd	ETW	R/W	65	3.66			67	66
SN321	N/B		ETW	R/W	65	2.44		67	66	64
SN322	N/B	Peoria st to Wick st P.O.C.	ETW	R/W	67	1.83		67	65	63
SN323	N/B		ETW	R/W	65	2.44		68	66	65
SN324	N/B	N/O Wick st P.O.C.	ETW	R/W	65	3.66			67	66
SN325	N/B		ETW	R/W	67		69	66	64	62
SN326	N/B	S/O Sheldon st	ETW	R/W	65		67	64	63	61

Metric conversion	
2.44m	8 ft
3.05m	10 ft
3.66m	12 ft
4.27m	14 ft
4.88m	16 ft

() = Caltrans wall height recommendations A : Approximate dBA without existing wall
 ES = Edge of Shoulder RW = Right of Way ETW = Edge of Travelled Way
 Caltrans minimum requirements: 56dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less
 and breaks line-of-sight to 3.50m (11.5') truck stacks
 Actual location and height of soundwall to be determined during PS&E
 * Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.
 ** All stations are considered plus or minus with reference to Fly center line.
 *** Retaining wall required EX : soundwall extension may be feasible & will be evaluated during PS&E
 Future noise level behind existing soundwall.

Table 5-8: Noise Analysis Summary - I-5 from Route 170 to Route 118

Table 5-8: Noise Analysis Summary - I-5 From Route 170 to Route 118

Site No.	Dir.	Limits	*** Begin / End Wall Stations (METRIC)	Ref. Elev.	Wall Location	Exist Noise Level	Ext. Wall Height	Predicted Noise Levels for the Year 2024 Barrier Height Alternatives *				
								No Wall dBA	2.44m	3.05m	3.66m	4.27m
SN101 ALT I	N/B	N/O Sheldon to N/O Tujunga Wash	Soundwall not feasible 170 to N/B CONN AND RTE 5	ETW		70		74	74	73	72	71
SN101 ALT II	N/B	N/O Sheldon to S/O Tujunga Wash	SW on priv prop. Adj. To trailer park +/-260 m	ETW	ES	70		74	69*	68	(67)	65
SN102	N/B	N/O Tujunga Wash to N/O Branford st to Osborne st	584+00 / 588+00 Fwy 330+50 / 588+80 CONN **	ETW	ES	62		72	69*	68	67	(66)
SN103	N/B			ETW				72	69*	68	67	(66)
SN104	N/B	N/O Branford st to Osborne st	592+70 / 602+00 **	ETW	ES	68	2.4m	81	69*	68	(67)	66
SN105	N/B			ETW	ES	67	2.4m	81	70*	69	(67)	66
SN106	N/B	N/O Osborne st to S/O Terra Bella st		ETW	ES	66	2.4m	79	70*	69	(67)	66
SN108	N/B			ETW	ES	69		81	69*	67	(66)	65
SN109	N/B	N/O Terra Bella st to Van Nuys Blvd	602+40 / 611+80 **	ETW	ES	66	3.05m	80	70*	68	(67)	65
SN110	N/B			ETW	ES	66	3.05m	79	67*	66	(66)	64
SN111	N/B	S/O Mercer st to S/O Paxton		ETW	ES	68	2.4m	73	70*	69	(67)	66
SN112	N/B		611+60 / 619+30 **	ETW	ES	68	2.4m	72	69*	68	(67)	66
SN113	N/B	S/O Paxton		ETW	ES	67		68	64*	63	(62)	61
SN114	N/B			ETW	ES	67	2.4m	73	69	67	66	65
SN115	N/B	N/O Paxton	Soundwall not feasible	ETW	ES	68	2.4m	73	70	68	67	66
SN116	N/B			ETW	ES	68	2.4m	74	70	68	67	66
SN117	N/B			ETW	ES	65	2.4m	73	67	65	64	63
SN118	N/B		Soundwall not feasible	ETW		66		67	66	65	64	63

() = Caltrans wall height recommendations

ES = Edge of Shoulder RMW = Right of Way ETW = Edge of Travelled Way

Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.

• Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.

** All stations are considered plus or minus with reference to Fwy center line.

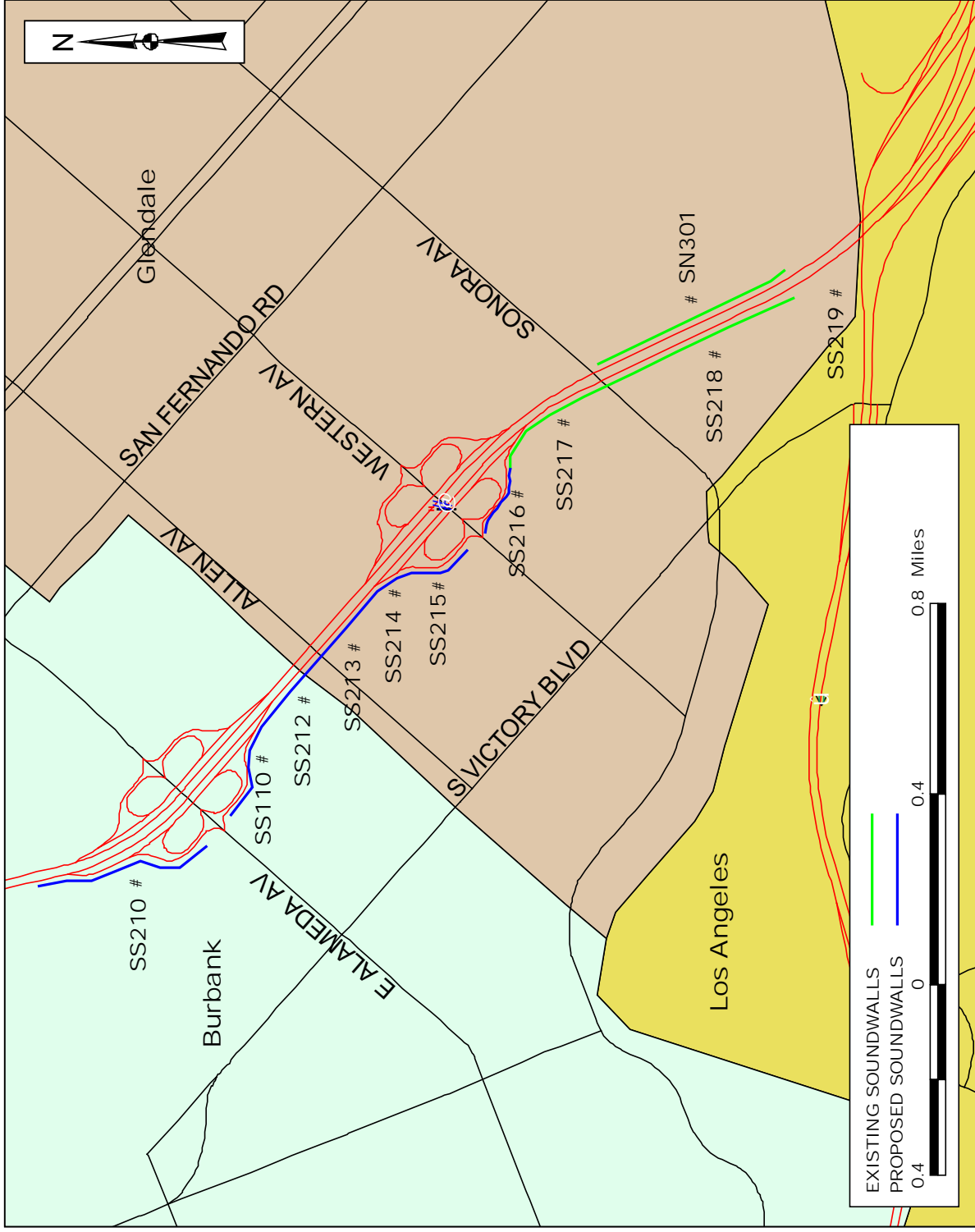
Future noise level behind existing soundwall.

metric conversion	
2.44m	8 ft
3.05m	10 ft
3.66m	12 ft
4.27m	14 ft
4.88m	16 ft

metric conversion	
2.44m	8 ft
3.05m	10 ft
3.66m	12 ft
4.27m	14 ft
4.88m	16 ft

() = Caltrans wall height recommendations
 ES = Edge of Shoulder RW = Right of Way ETW = Edge of Travelled Way
 Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.
 * Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.
 ** All stations are considered plus or minus with reference to Fwy center line.
 Future noise level behind existing soundwall.

Figure 5-1: Sound Barrier Locations - Sheet 1



Source: Caltrans, Noise Study Report, September, 1999

Figure 5-2: Sound Barrier Locations - Sheet 2

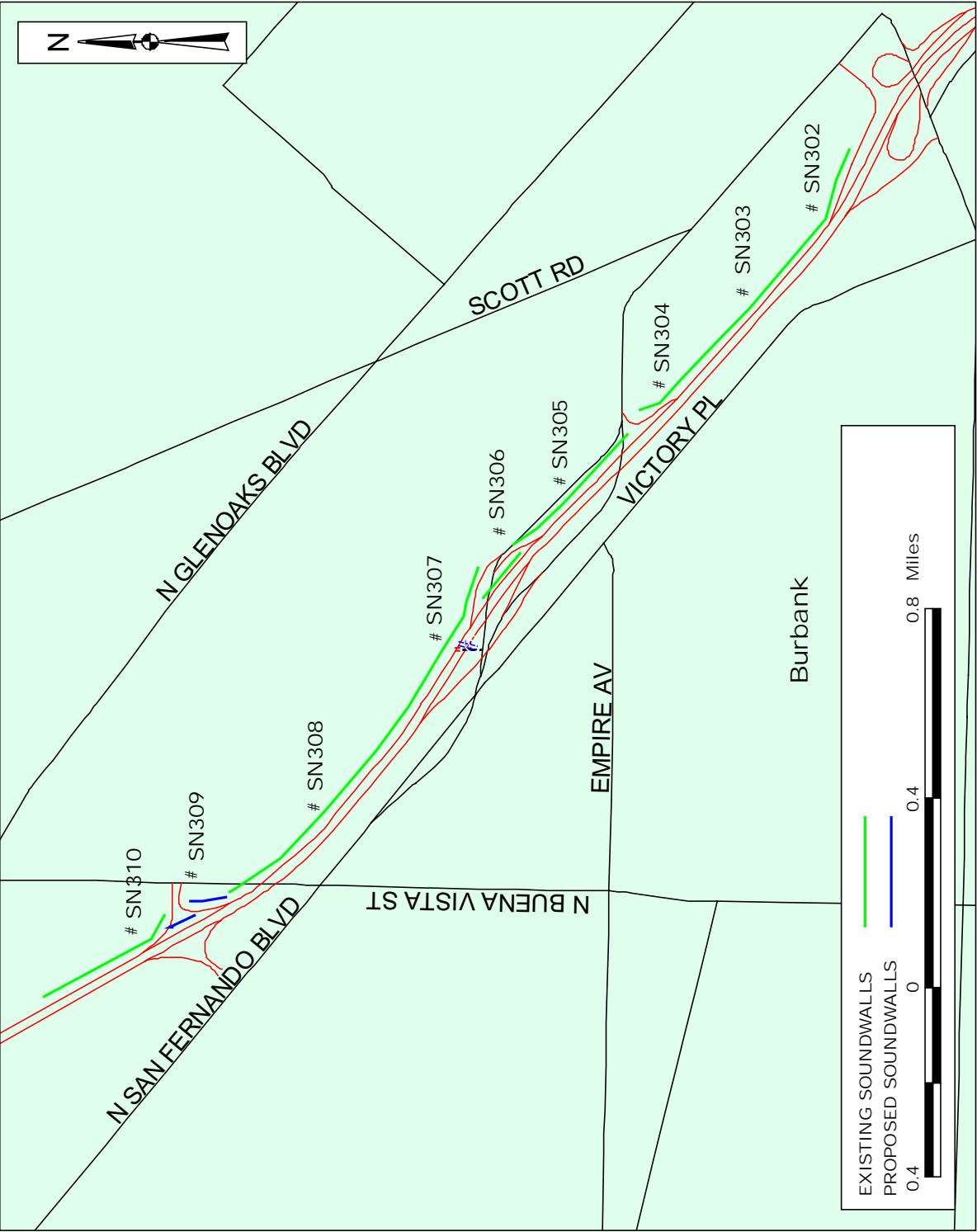
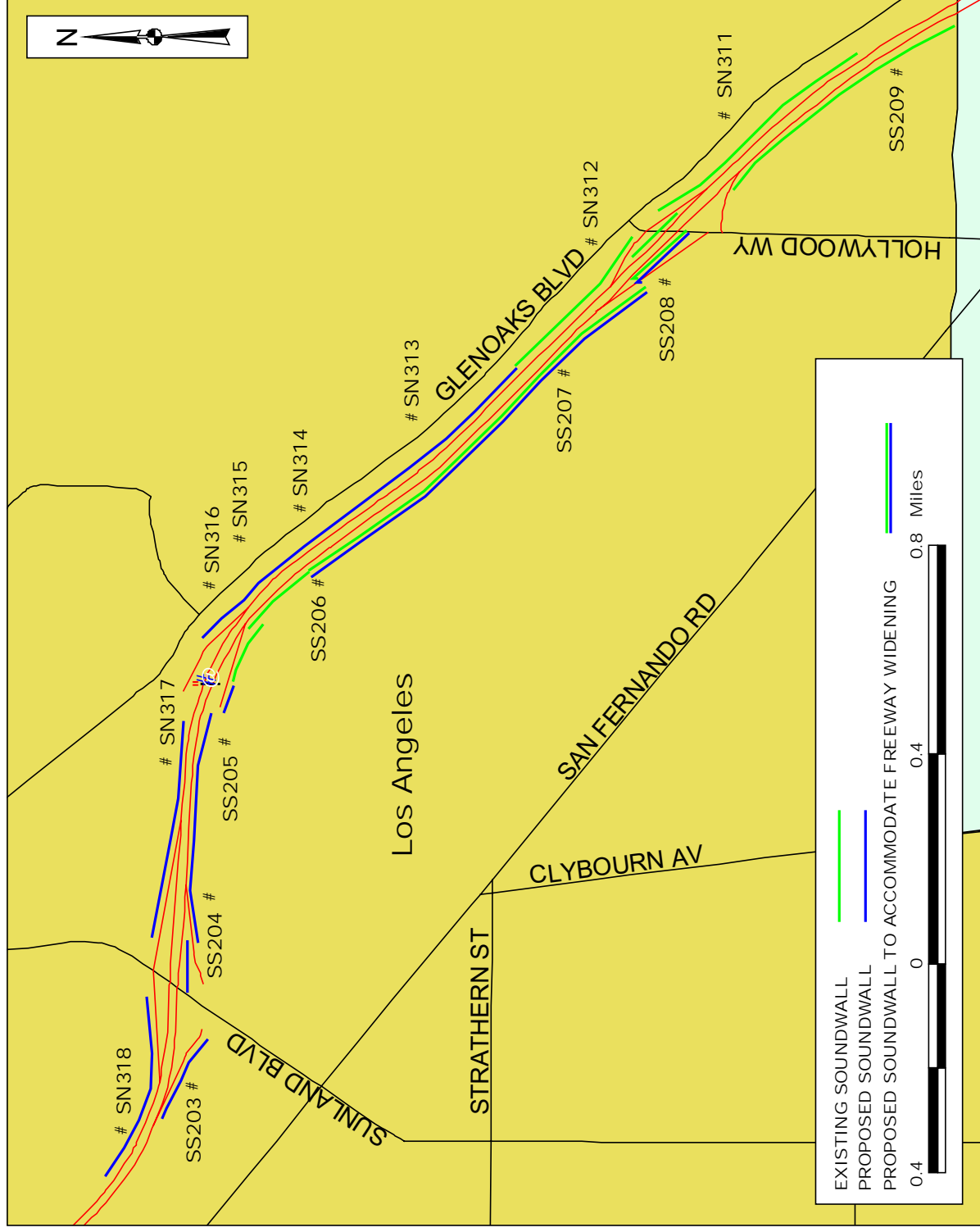
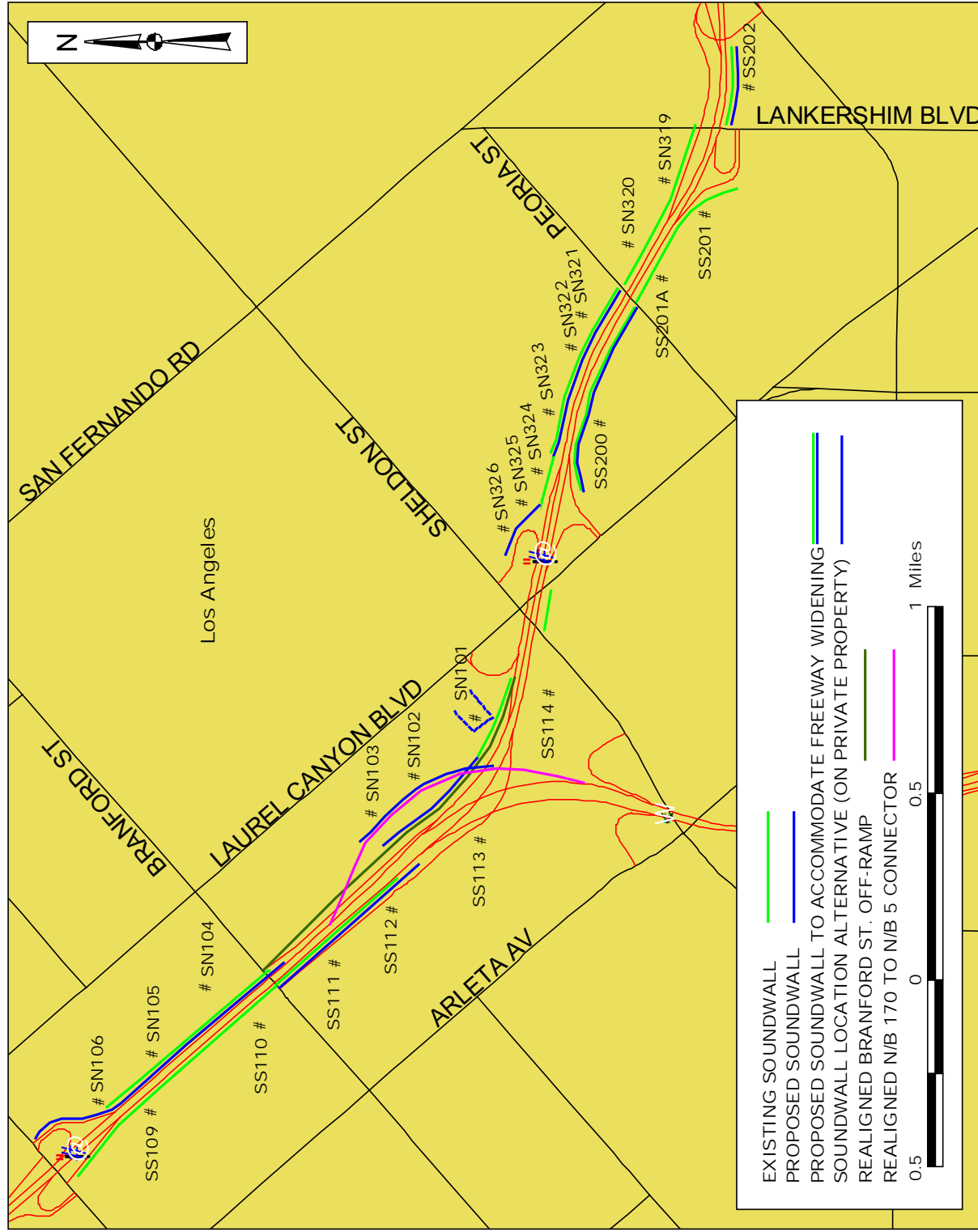


Figure 5-3: Sound Barrier Locations - Sheet 3



Source: Caltrans, Noise Study Report, September, 1999

Figure 5-4: Sound Barrier Locations - Sheet 4



Source: Caltrans, Noise Study Report, September, 1999

The map displays the Los Angeles area with various streets and proposed freeway widening projects. The streets shown include Paxton St, Van Nuys Blvd, Telfair Av, Terra Bella St, Osborne St, Laurel Canyon Blvd, and Arleta Av. The map also shows existing soundwalls (green), proposed soundwalls (blue), and proposed soundwalls to accommodate freeway widening (red). A legend and scale bar are provided.

Legend:

- EXISTING SOUNDWALL (Green line)
- PROPOSED SOUNDWALL (Blue line)
- PROPOSED SOUNDWALL TO ACCOMMODATE FREEWAY WIDENING (Red line)

Scale: 0.4, 0, 0.4, 0.8 Miles

Map Labels: SS99 #, SS100 #, SS101A #, SS101 #, SS102 #, SS103 #, SS104 #, SS105 #, SS106 #, SS107 #, SS108 #, SS109 #, SS110 #, SS111 #, SS112 #, SS113 #, SS114 #, SS115 #, SS116 #, SS117 #, SS118 #, SS119 #, SS120 #, SS121 #, SS122 #, SS123 #, SS124 #, SS125 #, SS126 #, SS127 #, SS128 #, SS129 #, SS130 #, SS131 #, SS132 #, SS133 #, SS134 #, SS135 #, SS136 #, SS137 #, SS138 #, SS139 #, SS140 #, SS141 #, SS142 #, SS143 #, SS144 #, SS145 #, SS146 #, SS147 #, SS148 #, SS149 #, SS150 #, SS151 #, SS152 #, SS153 #, SS154 #, SS155 #, SS156 #, SS157 #, SS158 #, SS159 #, SS160 #, SS161 #, SS162 #, SS163 #, SS164 #, SS165 #, SS166 #, SS167 #, SS168 #, SS169 #, SS170 #, SS171 #, SS172 #, SS173 #, SS174 #, SS175 #, SS176 #, SS177 #, SS178 #, SS179 #, SS180 #, SS181 #, SS182 #, SS183 #, SS184 #, SS185 #, SS186 #, SS187 #, SS188 #, SS189 #, SS190 #, SS191 #, SS192 #, SS193 #, SS194 #, SS195 #, SS196 #, SS197 #, SS198 #, SS199 #, SS200 #, SS201 #, SS202 #, SS203 #, SS204 #, SS205 #, SS206 #, SS207 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I-5 HOV Lane Improvement Initial Study/Environmental Assessment

5-7 BIOLOGICAL EFFECTS (Questions 23 to 25 & 27 to 29)

5-7.1 Endangered Species

A review of the project was conducted to identify potential impacts to natural resources. This consisted of evaluating the project in light of findings from a search of the California Natural Diversity Database (NDDDB) and existing resources found on the U.S.G.S. Quad maps and aerial photographs. The project is located in a highly urbanized and disturbed area. The NDDDB indicates that no sensitive species are known to occur in the vicinity of the project's Area of Potential Effect (APE).

5-7.2 Existing Vegetation

The area impacted by this project consists of slopes with a mature mixed urban forest landscape installed originally by Caltrans. The widening and construction of new retaining walls will cause the removal of a substantial quantity of this resource. The plantings act as a visual screen and buffer for the community along this route. The preservation of existing landscaping would be beneficial, but will probably not be feasible. Replacement plantings of shrubs, trees, vines and groundcovers will be required. Species native to the area should be used in replanting whenever possible.

5-7.3 Invasive Species

There is some potential for this project to result in the release of exotic invasive plant species into the natural environment. A portion of the project is located within 1/2 to 3/4 of a mile of the Verdugo Mountains, a relatively undisturbed area to the east of I-5 and adjacent to the City of Burbank. Another area is immediately adjacent to Griffith Park in the Santa Monica Mountains. It is quite possible for the seeds of highway landscape plants to disperse into these areas.

5-7.4 Nesting Birds

Removal of vegetation should be scheduled between September 1 and April 30 to avoid impacts to nesting birds. If this is not possible, a pre-construction survey will need to be conducted. In addition, the large numbers of tall trees in the project's APE have the potential to provide habitat for raptors. The Office of Environmental Planning will need to conduct surveys for nesting raptors prior to construction. If nesting birds are found, vegetation removal in the vicinity of the nest will have to be delayed until the birds have left the area.

5-7.5 Bats and Swallows

The Los Angeles River, the Burbank Western Channel, the Tujunga Wash, the Pacoima Wash and an unnamed channel all cross I-5 within the limits of the project. Bats and swallows frequently nest under and within bridge structures when they occur over or near water. To avoid impacts to these species, construction at these bridges should be scheduled between October 1 and April 1. If this is not possible, a pre-construction

survey will need to be conducted; if bats or swallows are present, construction at that bridge will be delayed until after they have left. The use of exclusionary devices prior to and during the nesting/breeding season may also need to be considered. This will not have a significant affect on the project.

MEASURES TO MINIMIZE HARM: Construction will be scheduled according to the constraints stated above.

Caltrans, with assistance from the U.S. Fish and Wildlife Service, has developed a policy to combat the introduction of invasive species into native ecosystems. The policy states that the Districts are encouraged to:

1. Use regionally appropriate native plant materials whenever possible, and
2. Avoid the use of non-native plant materials in areas near natural open space or wildlands, which may escape and colonize, or hybridize with native species.

A list of exotic invasive species that should not be used as highway landscaping due to potential adverse effects on native ecosystems has also been developed (APPENDIX L)

This office policy should be followed when developing the landscaping plant palette for this project.

5-8 BIOLOGICAL ENVIRONMENT (QUESTIONS 26, 30, 31)

These projects will neither directly nor indirectly: Result in the reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance; Conflict with any applicable habitat conservation plan, natural community conservation plan or other local, regional or state habitat plan; Introduce new species of animals into an area, or result in a barrier to the migration or movement of animals.

5-9 SOCIAL AND ECONOMIC ENVIRONMENT (QUESTIONS 32-36, 41-43, 46-50, 52, 55)

These projects will neither directly nor indirectly: Cause disruption of orderly planned development; Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy; Be inconsistent with a Coastal Zone Management Plan; Affect the location, distribution, density, or growth rate of the human population of an area; Affect lifestyles, or neighborhood character or stability; Affect property values or the local tax base; Affect any community facilities; Affect public utilities, or police, fire, emergency or other public services; Affect or be affected by existing parking facilities or result in demand for new parking; Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect public safety; Result in alterations to waterborne, rail or air traffic; Support large commercial or residential development; Affect wild or scenic rivers or natural landmarks; Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge.

5-10 EFFECTS ON MINORITIES AND SPECIAL INTEREST GROUPS **(QUESTION 37)**

No adverse effects would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent, or other special interest groups.

In addition, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994, requires federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse effects" of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. No disproportionately high and adverse impacts to minority or low-income populations have been identified. Caltrans will provide standard compensation and relocation assistance (see Appendix C) under 42 USC 4601.

MEASURES TO MINIMIZE HARM: None required

5-11 DISPLACEMENT AND EFFECTS ON HOUSING (Question 38 & 39)

The preferred alternative for the segment from State Route 170 to 118 would require the full acquisition of some residential properties. At least 13 residences will be acquired on the south side of Cranford Street and the south end of Tonapah Street just north of the I-5/SR-170 interchange in the city of Los Angeles. All of the residential acquisitions will come from census tract 1190 (see Figure 3-1). No multi-family units would be acquired. The housing units that would be displaced are not specifically designated as affordable or special needs housing. A list of residential properties subject to acquisition can be found in Appendix G.

MEASURES TO MINIMIZE HARM: The preferred alternatives for these projects would not displace a large number of housing units, and therefore mitigation as it relates to the housing stock is not required. However, public agencies responsible for the acquisitions would be required to provide relocation assistance to displaced residents and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991, (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act will be administered in a manner, which is consistent with the fair housing requirements and assures all persons their rights under Title VIII of the act of April 11, 1968 (Public Law 90-284), commonly known as the Civil Rights Act of 1968 and Title VI of the Civil Rights Act of 1964. As part of the relocation assistance, efforts will be made to find suitable replacement housing within the community if the tenant desires to remain (see Appendix C).

It is not anticipated that this project will displace affordable housing units. However, if it is found during the relocation process that the units are designated either "affordable" or

"special needs" housing units or that the occupants are receiving federal or local housing subsidies, then comparable housing will be provided.

5-12 COMMERCIAL DISPLACEMENT (Question 40)

The preferred alternatives will require five full commercial acquisitions in two locations along the proposed project route. Four full commercial property acquisitions will be required in the southeast quadrant of the I-5 at Branford Street interchange. The Golden State Business Park, located at 12990 Branford, is subject to partial acquisition. It is estimated that 2-4 businesses from this complex would be displaced. The exact number of businesses that will be displaced from this property will be determined during the PS&E stage of project design. Temporary construction easements may be required behind the Business Park. One full commercial acquisition is required on the northbound side of the Providencia Overhead. A list of commercial properties subject to relocation can be found in Appendix H.

It is estimated that 100 to 250 jobs would be lost or relocated in association with business displacement. It is not anticipated that job displacement in the project area would have a substantial impact on the community-at-large. It is anticipated that the five businesses that are subject to full acquisition and any businesses displaced from the business park will require the relocation of property and people and this will impact these individual employers and employees. However, additional displacement would occur due to normal attrition or industry forecasts not related to the proposed project. Therefore, no significant impact or detrimental effect on the economy of the community can be attributed to the proposed project.

MEASURES TO MINIMIZE HARM: If temporary construction easements prevent normal business operation for businesses in the Business Park, businesses may be compensated on a case by case basis. In an attempt to minimize the number of businesses displaced from the Business Park, Caltrans will affect the building only as much as is needed to allow for the horizontal clearance required by the City of Los Angeles City Fire Code. Any businesses that are displaced by the proposed project will receive relocation assistance as required by the State of California Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974. All property owners subject to acquisition will be paid full market value for the property acquired.

Replacement business locations will be investigated in areas as close to the displacement area as possible. Whenever possible, the fundamental characteristics of the displaced businesses would be maintained, including size, configuration, rent (and/or acquisition price), type of construction, age of building, physical condition and other amenities and special needs pertaining to the operation of the business.

Public agencies responsible for the acquisition of commercial property are required to provide relocation assistance to displaced businesses and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991, (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the

fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. As part of the relocation assistance, efforts will be made to find suitable replacement business locations within the community if the business owner desires to remain (see Appendix C).

5-13 TRAFFIC MOVEMENT (Questions 44 & 45)

During construction, a temporary impact will exist in the movement of people and goods. Every effort should be made to ease the potential for significant construction delays. Due to lane closures during construction, a Traffic Management Plan (TMP) must be implemented. Once construction is completed additional occupants will be able to utilize the facility and a reduction in congestion should occur.

MEASURES TO MINIMIZE HARM: None required

5-14 ARCHEOLOGICAL/HISTORIC SITES (Question 51)

The result of the Archaeological Review for this project led to a finding that no known archaeological sites exist directly within the Area of Potential Effect for this project. This finding is based on information previously collected at the Regional Information Center at UCLA on March 16, 1999, a site visit on March 16, 1999 and an office record search. In the event that archeological or historical materials are found, all construction activities placing such resources at risk must cease until proper examination by a qualified archeologist.

According to the "Historic Property Survey Report" (HPSR) that was prepared for the proposed project, the properties subject to acquisition are not 50 years old. Because of the age of the buildings, they do not have to be formally evaluated and can be treated in accordance with the Interim Guidelines to the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1950 Buildings, Moved Pre-1950 Buildings and Altered Pre-1950 Buildings." A copy of the Negative HPSR is included in this document (see Appendix E).

MEASURES TO MINIMIZE HARM: None required

5-15 VISUAL EFFECTS (Question 53)

The area impacted by this project consists of slopes with a mature mixed urban forest landscape installed originally by Caltrans. The widening and construction of new retaining walls will cause the removal of a substantial quantity of this resource. The plantings act as a visual screen and buffer for the community along this route. In addition, much of this planting is evergreen and is effective year round, as well as a benefit to graffiti abatement.

Color and texture will be severely modified by the project, as the slopes will be bare after completion. Texture will be simplified as the bare slopes are exposed, losing the added

dimension of established vegetative cover. This effect is temporary and not significant due to mitigation efforts described below.

The scale of the freeway will be increased as the pavement will be wider and the retaining and soundwalls will be closer to the surrounding neighborhoods. Coincidentally there will be a reduction of plantable right-of-way.

The freeway travelers/commuters will see little change as the majority of the existing freeway is elevated with many existing soundwalls. The greatest visual impact will be on those who have views of the freeway from homes and businesses. The widening and new retaining walls and soundwalls will be easily noticed. A negative viewer response to this change may be expected from those whose homes are near the right-of-way.

MEASURES TO MINIMIZE HARM: The preservation of existing landscaping would be beneficial, but will probably not be feasible. Replacement plantings of shrubs, trees, vines and groundcovers will be required. The appearance of new retaining and soundwalls will become more critical and should be carefully considered, as some impacted areas may not be able to be replanted. The structural components of the HOV connectors will need to be addressed when their detailed configuration is established. Although the temporary visual impacts during construction phase may be substantial, with these mitigations measures implemented for wall treatment and replacement planting, the residual visual impact would not be significant.

5-16 IMPACTS ASSOCIATED WITH CONSTRUCTION (Question 54)

Impacts associated with construction will occur, but these inconveniences (i.e., delays in traffic, additional noise and dust) are temporary and not significant.

Locations along the project route where retaining walls and sound walls are to be constructed near the state right-of-way line may require temporary construction easements on the adjacent properties. Detailed locations where these construction easements may be required will be determined during the PS&E stage of project design.

MEASURES TO MINIMIZE HARM: To minimize the amount of construction dust generated, and because the project is in a PM10 non-attainment area; some or all of the particulate control measures related to construction activities from SCAQMD Rule 403 will be followed for both projects:

Site Preparation:

- Minimize land disturbances
- Use watering trucks to minimize dust
- Cover trucks when hauling dirt
- Stabilize the surface of dirt piles, if not removed immediately
- Use windbreaks to prevent accidental dust migration
- Limit vehicular paths and stabilize temporary roads

- Pave all unpaved construction roads and parking areas to road grade for a length no less than 15.25 meters (50 feet) where such roads and parking areas exit the construction site to prevent dirt from washing onto paved roadways.

During Construction:

- Cover trucks when transferring or hauling materials
- Use dust suppressants on traveled paths that are not paved
- Minimize unnecessary vehicular and machinery activities
- Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (an alternative to this strategy is to pave a few hundred feet of the exit road, just before entering the public road).

Post Construction:

- Revegetate any disturbed land not used for the project
- Remove unused material expeditiously
- Remove dirt piles promptly
- Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities.

For construction noise, the project will be required to comply with the Noise Ordinances of the cities of Burbank, Glendale and Los Angeles. In general these noise ordinances regulate the hours of the day when construction activity is allowed.

Noise control measures during construction will be required to satisfy the applicable noise ordinances, and thereby reduce short term construction noise impacts on existing noise sensitive land uses. Measures to protect existing residential areas will be re-evaluated in greater detail when preliminary design is prepared. Impacts to local residents cannot be accurately determined without a detailed construction plan and a project schedule. General mitigation measures are recommended for use as guidelines in developing a construction plan that takes into consideration the adverse impacts to the surrounding noise environment. These general measures are presented below.

1. **Design Considerations** - During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings can be considered for use as shielding against construction noise. Strategic placement of stationary equipment, such as compressors and generators, could also reduce impacts at the sensitive receptors.
2. **Construction of sound barrier walls during initial stages** - Sound barrier walls and additions to existing walls are planned to be constructed as part of the project for long-term traffic noise abatement. They will be constructed where feasible before the start of freeway reconstruction to reduce the impacts of construction noise.
3. **Alternative Construction Methods** - Certain phases of highway construction work such as pile driving (if required) may produce noise levels in excess of

acceptable limits, even when feasible noise reduction methods are used. Using alternate methods of construction, such as vibration or hydraulic insertion of piles or drilled holes for cast-in-place piles could reduce these impacts.

4. **Source Control** - Compliance with Caltrans Standard Specifications, "Sound Control Requirements", will be followed. The contractor will be required to comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, will be required to be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated without such a muffler.
5. **Time and Activity Constraints** - The majority of noisier activities involving large machinery could be limited to daylight hours when most people normally affected are either not present or engaged in less noise sensitive activities. Nighttime construction would require more restrictive noise control measures. Given the vehicular demands that are placed on the freeway on a daily basis, it may not be possible to accommodate this measure, except for selected off-mainline locations.
6. **Community Relations** - Community meetings will be held with the area residents and businesses to explain the construction work, time involved, and the control measures that will be taken to reduce the impact of the construction noise. Providing advance notice of noise-producing activities can often reduce community sensitivity to such noise.

5-17 QUALITY OF THE ENVIRONMENT EFFECTS (Question 56)

The proposed project would not adversely affect fish and wildlife populations, plant communities, or rare and endangered species. The potential exists to adversely affect nesting swallows and/or bats; however, adequate mitigation measures are available. The proposed projects are not expected to eliminate examples of California history or prehistory.

MEASURES TO MINIMIZE HARM: None required

5-18 SHORT-TERM EFFECTS AND LONG-TERM GOALS (Question 57)

The project would have short-term construction impacts; however, the project is intended to meet the long-term environmental goals of improving traffic flow conditions and improving regional air quality via increased auto occupancy.

MEASURES TO MINIMIZE HARM: None required

5-19 CUMULATIVE EFFECTS (Question 58)

The project would have short-term negative construction impacts that would not contribute to a cumulative adverse effect on a broader area. The effects would be localized. When taken in its operational context, the proposed project, acting in concert with other HOV projects, is expected to have the beneficial effects of aiding the reduction in air emissions and improving transportation efficiency.

MEASURES TO MINIMIZE HARM: None required

5-20 SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS (Question 59)

The project would result in temporary construction impacts related to noise, air quality, and local traffic disruption as discussed in previous sections. These effects would be temporary and would not cause substantial negative effects on human beings.

MEASURES TO MINIMIZE HARM: None required

6. CONSULTATION AND COORDINATION

6-1 Scoping Process

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. However, in light of the connectivity of this project, its relationship to the **I-5 Corridor MIS project**, and its regional significance as a project unto itself, efforts were undertaken to ensure that the concerns of the corridor cities and other parties were known, and incorporated into the project development process.

A formal scoping process was conducted for this project. Letters informing elected officials and government agencies of the scoping process were sent on December 15, 1997. A scoping notice was published in the *Los Angeles Times-San Fernando Edition*, *Daily News*, *Record Ledger*, *Tolucan Times*, *Glendale News Press* on January 28, 1998 and *La Opinion* on January 29, 1998.

Comments were received during this scoping period until February 28, 1998. Comments were received during this scoping period from members of the public, Assemblymember Scott Wildman, The CHP, the City of Glendale, the City of Los Angeles and Los Angeles County. Comments received during scoping can be found in Appendix I. Issues raised in these comments included the following:

- Ingress and egress locations should be more frequent.
- HOV lanes should allow mixed flow traffic during off-peak hours.
- HOV Lanes only treat a symptom of over-population.
- This project should be done in concert with the widening of the SR-118 Interchange.
- There is a need for soundwalls and landscaping at some locations along the project.
- A connector should be considered between the southbound I-5 and the westbound SR-134.
- Any changes to the flood control or storm drain systems should be done in cooperation with the Public Works Department of the City of Los Angeles.

Figure 6-1: Scoping Notice

SCOPING NOTICE PROPOSED HIGH OCCUPANCY VEHICLE (HOV) LANES ON ROUTE 5

Caltrans (The California Department of Transportation) is welcoming public comments on a proposed improvement to Interstate 5 between Route 134 and Route 118 in Los Angeles County. The potential project adds an HOV lane in each direction within the project limits. Initial studies indicate that this widening project will substantially reduce high congestion levels. Minimal amounts of additional right-of-way may be required.

End HOV Project

SAN FERNANDO

FOOTHILL BLVD

210

5

BURBANK

VAN NUYS

170

134

Begin HOV Project

ROSCOE BLVD

BURBANK BLVD

VENTURA BLVD

NORTH

RONALD J. KOSINSKI, CHIEF
Environmental Planning Branch
CALTRANS, DISTRICT 7
120 South Spring Street
Los Angeles, California 90012-3606

Environmental studies will be conducted on this project's potential effects. Caltrans welcomes public comments concerning pertinent social, economic, and environmental issues. Public agencies, interest groups, and individuals are encouraged to participate in this process.

Please contact the Caltrans Environmental Planning Branch at the following address if you have written comments or wish to be on a mailing list concerning this project. All responses are requested by February 28, 1998.

THANK YOU FOR YOUR INTEREST

6-2 Public Comment Period for the IS/EA

This IS/EA is being circulated for public comment for a period of 45 days. A public hearing and workshop will be offered at a location to be determined later. Notice of this hearing/workshop will be placed in appropriate local newspapers. Copies of this IS/EA document can be reviewed or purchased at the offices of Caltrans District 7. Copies will also be available at the city halls and libraries located in the I-5 Corridor.

Comments on this document should be submitted in writing before August 29, 2000 and should be sent to the attention of:

Ronald Kosinski
Office of Environmental Planning
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012

6-2.1 Public Hearing

A public Hearing was held on August 15, 2000 at Byrd Middle School, in the City of Los Angeles. This meeting was held to give the public an opportunity to become familiar, ask questions and comment on the various aspects of the proposed projects. As a part of the public circulation process, letters to elected officials, government agencies and interested parties were sent on July 21, 2000. Additionally, Public Notices were published in the Los Angeles Times, San Fernando Edition (July 21, 2000), Record-Ledger (July 26, 2000), Daily News (July 21, 2000), Toluca Times & Canyon Crier (July 26, 2000), Glendale News Press (July 21, 2000), and La Opinion (July 21, 2000). The Public Notices were re-published between August 8 and 12, 2000 in the same newspapers. At the Public Hearing nine people made formal comments to Caltrans. A copy of the transcript from the Public Hearing can be found in APPENDIX M. General issues of the comments made at the Public Hearing consisted of:

- Concerns about impacts to railroad, which would impact a development near Empire Avenue.
- Concerns that the HOV lanes should be interconnected to be effective.
- Opposition to the extension of the Branford exit from the northbound Interstate 5.
- Concerns about soundwall locations.
- Concerns about the extent of public notice and comment period.
- Concerns about right-of-way impacts to businesses.
- Concerns regarding property taxes and interest rates.
- Concerns about right-of-way impacts to residential properties.
- Concerns about relocation assistance.

Additional letters to potentially affected property and business owners were sent out on July 31, August 18, September 22 and 29, 2000.

6-2.3 Comments received during Public Circulation



A total of 11 comment letters were received during the comment period. Comments were received from the following:

- Paul Frantz
- Margaret Walsh
- Jerry F. Piro
- Lloyd Design Corporation, et al
- City of Santa Clarita
- Southern California Association of Governments
- Los Angeles County Fire Department
- California Department of Fish and Game
- U.S. Department of Transportation - Federal Aviation Administration
- City of Burbank
- South Coast Air Quality Management District
- Los Angeles County Public Works Department
- City of Los Angeles Department of Transportation

A copy of each letter along with Caltrans' response can be found in Section 9: Comments and Responses.

6-2.2 Public Notices

Figure 6-2: Notice of Public Hearing

	NOTICE OF PUBLIC MEETING For the Interstate 5 HOV Lane Improvement in the cities of Burbank, Glendale and Los Angeles.
	
WHAT'S BEING PLANNED? The California Department of Transportation (Caltrans), District 7 is proposing to add one High Occupancy Vehicle (HOV) Lane in each direction of Interstate 5 from State Route 134 to State Route 118. Project limits extend through the cities of Burbank, Glendale and Los Angeles in Los Angeles County. The proposed project would require additional right-of-way.	
WHY THIS NOTICE? Caltrans has studied the effects that this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The results of the studies are contained in a report known as an Initial Study/Environmental Assessment. A meeting will be held to give you an opportunity to get familiar with certain design features of the project.	
WHAT'S AVAILABLE? Maps, the Draft Negative Declaration, Initial Study/Environmental Assessment and other project information are available for review and copying at the Caltrans District 7 Office (120 S. Spring Street, Los Angeles, CA 90012) on weekdays from 8:00 a.m. to 4:00 p.m. The document may also be reviewed at public libraries along the I-5 corridor within the project limits.	
WHERE YOU COME IN Do you have any comments about processing the project with the Draft Negative Declaration and the Initial Study/Environmental Assessment? Do you agree with the findings of our study as set forth in the Proposed Draft Negative Declaration? Would you care to make any other comment on the project? Please submit your comments in writing no later than September 8, 2000 to: Ronald J. Koiraki, Chief Office of Environmental Planning Caltrans 120 S. Spring Street Los Angeles, CA 90012	
WHEN AND WHERE A meeting will be held on August 15, 2000 from 6:00 p.m. to 8:00 p.m. at the Byrd Middle School, Located at 9171 Telfair Ave. in Sun Valley. The purpose of this meeting is to obtain public comments on the project design and the results of the environmental studies. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Public Affairs Office at 213-897-4867 prior to the public hearing. TDD users may contact the California Relay Service Line at 1-800-735-2929 or Voice Line at 1-800-735-2922.	
CONTACT For more information about this study or any transportation matter, please contact Jinous Saleh, Caltrans (213)-897-0683 or Garrett Damath, Caltrans (213)-897-9016.	
Thank you for your interest!	

7. LIST OF PREPARERS

The following people were principally responsible for preparing the IS/EA or significant background papers:

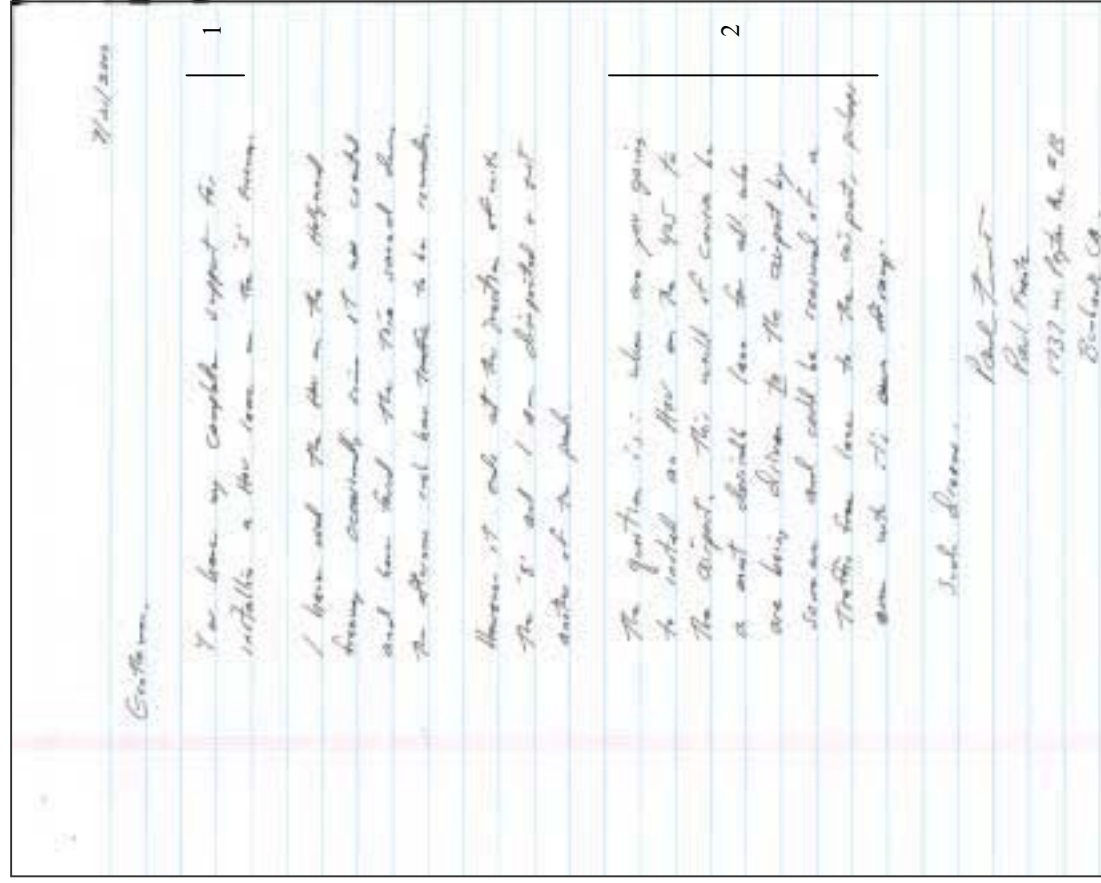
Ronald Kosinski, Chief Environmental Planner
Jinous Saleh, Senior Environmental Planner
Garrett Damrath, Environmental Planner
George Ghebranious, Senior Environmental Planner
Jamal El-Jamal, Senior Environmental Planner
Fouad Abdelkerim, Associate Transportation Engineer
Gustavo Ortega, Senior Engineering Geologist
Diane Kane, Associate Environmental Planner (Architectural Historian)
Gary Iverson, Associate Environmental Planner (Archeologist)
Karl Price, Environmental Planner (Natural Sciences Specialist)
Lorna Foster, Right-of-Way Agent
Laleh Modrek, Transportation Engineer
Robert Cady, Area Engineer, FHWA
Claudia Harbert, Architectural Historian

8 COMMENTS AND RESPONSES

A total of 11 comment letters were received during the comment period. Copies of the letters and the responses to the comments raised are provided on the following pages. Comments were received from the following:

- Paul Frantz
- Margaret Walsh
- Jerry F. Piro
- Lloyd Design Corporation, et al
- City of Santa Clarita
- Southern California Association of Governments
- Los Angeles County Fire Department
- California Department of Fish and Game
- U.S. Department of Transportation - Federal Aviation Administration
- City of Burbank
- South Coast Air Quality Management District
- Los Angeles County Public Works Department
- City of Los Angeles Department of Transportation

- PF1 – Support for the proposed project has been noted, no response required.
- PF2 – Caltrans currently has the following HOV lanes projects in various stages of operation, construction or planning on Interstate 405:
- From Orange County Line to Century Boulevard in Operation.
 - From Century Boulevard to State Route 90 in Design, opening March 2004.
 - From State Route 90 to Interstate 10 in Design, opening December 2005.
 - From Interstate 10 to US Highway 101 in Planning, opening August 2005.
 - From US Highway 101 to Interstate 5 in Operation.
 - Southbound from US Highway 101 to Waterford in Construction, opening July 2001.
 - Los Angeles World Airport is currently examining the possibility of an Airport Expressway from State Route 90 to Arbor Vitae.





Walsh 1 - Currently, all HOV facilities in the Southern California region are full-time facilities, primarily for the following reasons:

- **Long Peak Periods** - Most freeways in the Southern California have long peak periods, being at least 3 hours in the morning and 4 hours in the afternoon. The segment of I-5 on this project, in particular, has peak periods from 9-6 AM and 3-7 PM. These peak periods are expected to increase significantly due to growth in the northern county area.
- **No time-savings to mixed flow traffic** - The added capacity by opening up the HOV lanes to mixed-flow traffic is not needed because the freeways are normally free-flow at speed limits, during off-peak periods.
- **Motorists' confusion and difficulty of enforcement** - Part-time operations will inevitably cause some confusion to the motoring public and therefore more difficult enforcement.
- **Eliminates the incentive to rideshare during off-peak periods and special events** - The HOV lanes may appear not being fully utilized during off-peak periods. This is because carpools tend to stay in the mixed-flow lanes when the freeway is free-flow. However, if congestion occurs in the mixed-flow lanes during off-peak periods, due to traffic incidents, mid-day maintenance activities, or special events, etc., the full-time operating HOV lanes will preserve the trip reliability for carpools.

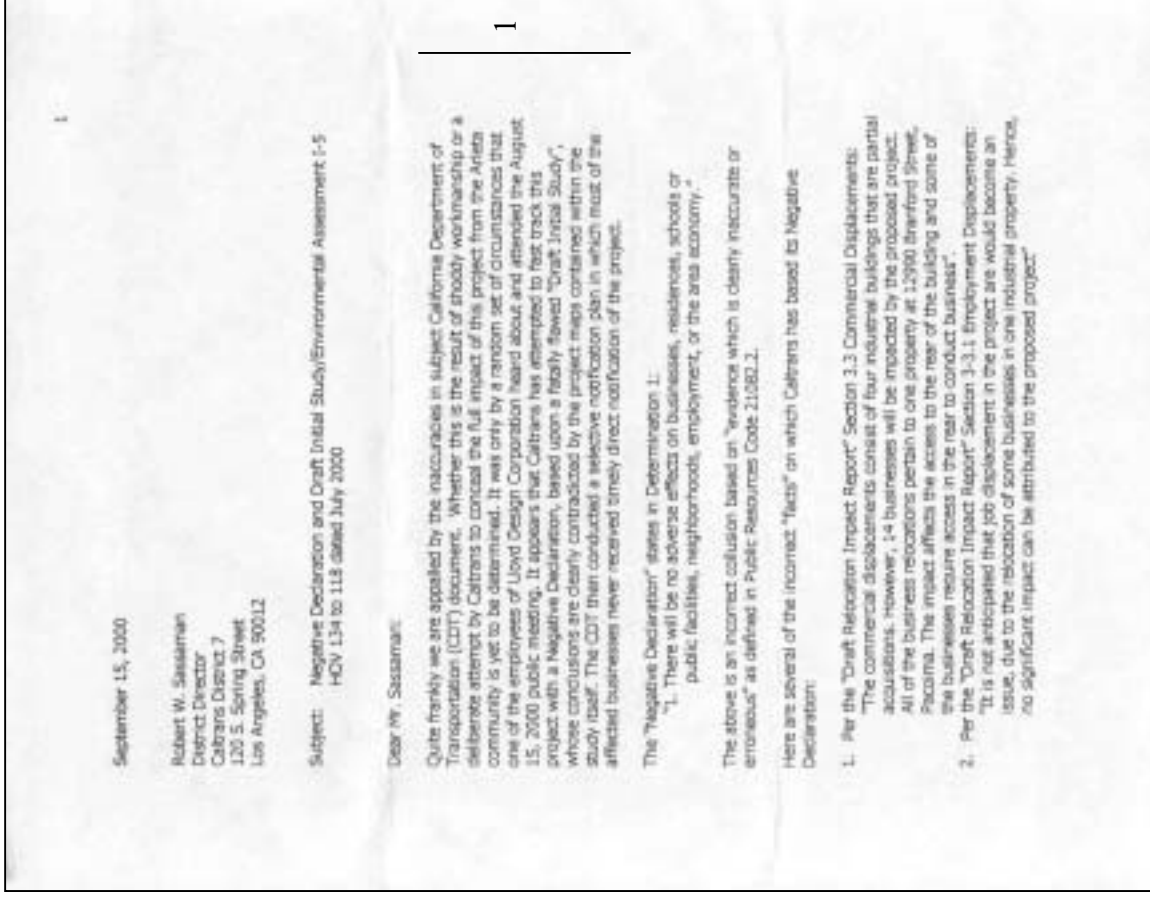
Piro 1 - The residential area on Robert Avenue is approximately 700 feet away from the freeway and separated from the freeway by commercial structures. Caltrans is unable to justify taking noise readings at that distance. For a residential area to qualify and, in most geographical situations, to benefit from a soundwall, it must be located immediately adjacent to the freeway (first-line receptor). In this area, the first-line and second-line receptors are commercial structures, which should provide noise reduction generating from the freeway similar to a sound barrier. Please be advised that Caltrans policies and procedures for retrofit soundwalls are in accordance with Federal guidelines, and noise abatement is normally not considered reasonable for commercial areas. Therefore, the residential area on Robert Avenue is not a first-line receptor and does not qualify for soundwall mitigation at this time.



Lloyd 1 - The Draft Environmental Document was prepared in accordance with CEQA and NEPA Guidelines. In attempt to prepare the most comprehensive environmental document possible, we tried to include all of the possible impacts the proposed project would have on the human environment. There was no malice involved to conceal any of the proposed project impact from any section of the affected communities. Quite the contrary, in an attempt to get the public involved in the environmental process, advertisements of the Scoping Process were published once in each of the following newspapers: Los Angeles Times-San Fernando Edition; Daily News; Record-Ledger; Toluca Times; Glendale News Press; La Opinion. Notice of the Public Hearing for the proposed project was advertised twice in the same papers. These advertisements, as well as press releases were published according to Caltrans Project Development Procedures Manual. Copies of the Draft Environmental Document were placed in libraries along the project route. Letters to affected residential and business owners were sent out on 7/31/00 and 8/18/00, 9/22/00 and 8/18/00 respectively.

The Draft IS/E/A contained an unsigned Negative Declaration as required by CEQA. Since the ND was not signed it can still be changed to reflect changes to the ED initiated from the public review process.

It is the practice of Caltrans, during the planning process, to hold community meetings with impacted residential and business owners and Caltrans right-of-way staff to negotiate relocation assistance programs.



Lloyd 2 – The discrepancies between the project layouts and the Draft Relocation Impact Report have been resolved. At this time the multi-tenant commercial property will remain a partial acquisition, while the properties on Cranford Street and Wentworth Avenue are anticipated to be full acquisitions. The Final Relocation Impact Report and this Final Environmental Document have been edited to reflect these changes.

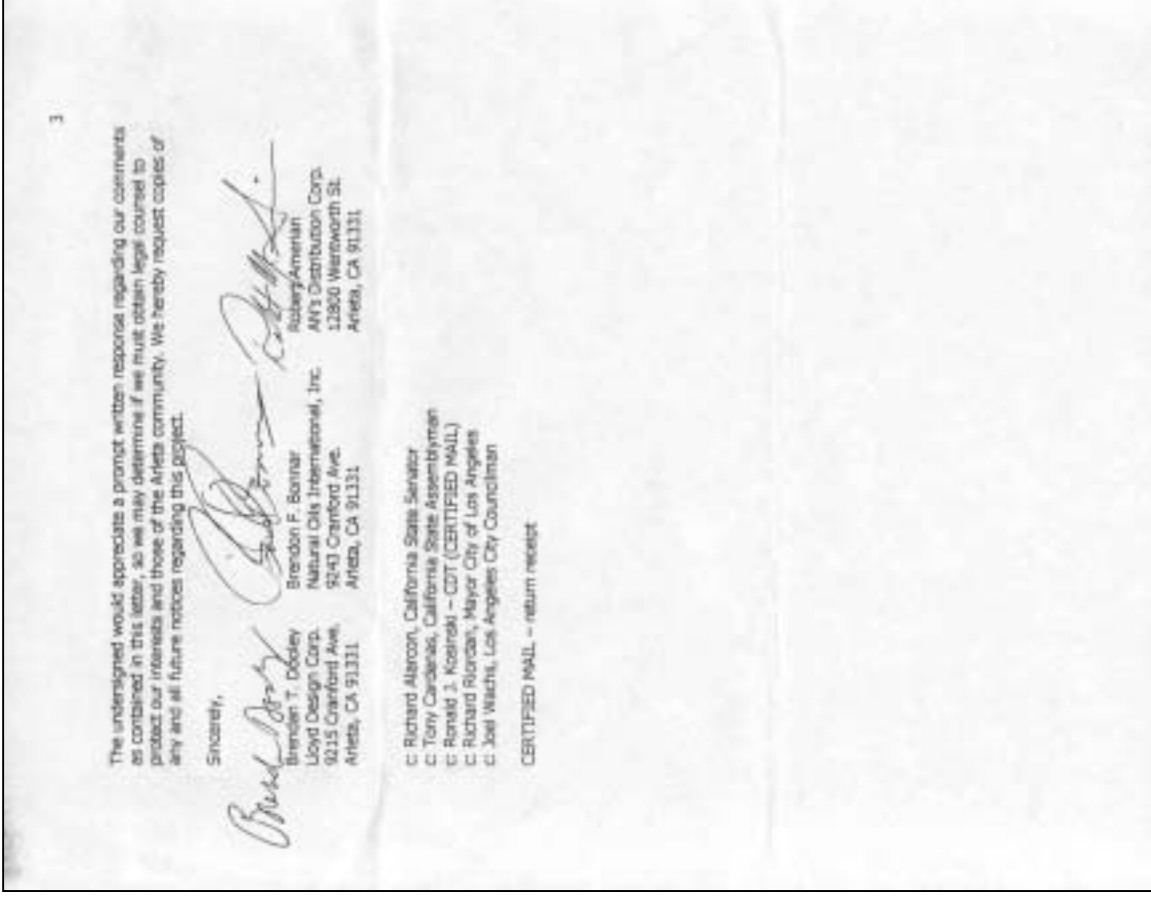
Lloyd 3 – The language of the Negative Declaration has been changed to reflect the affects the proposed project may have on businesses, residences, schools, or public facilities, neighborhoods, employment, or the area economy. The statement now includes the use of Relocation Assistance as mitigation for displacement impacts.

Lloyd 4 – The projected cost of Route 170 to 118 Alternative 3 that was included in the Draft Environmental Document was taken from the Project Study Report dated September 1995. The draft Project Report dated September 2000 includes an updated cost estimate for this alternative of \$106.9 million and includes the right-of-way costs needed for the full acquisition of 4 businesses and partial acquisition of one business park and the full acquisition of 12 residences.

Lloyd 5 – Caltrans is obligated by law to follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 As Amended April 2, 1987. These laws determine how and to what extent property and business owners are compensated in the event their property or business is subject to acquisition by a government agency. The reference to Volume Four of the Environmental Handbook discusses the effects of

2	<p>3. Per the "Draft Initial Study" 5-12 Commercial Displacements: "It is not anticipated that job displacement in the project are would become an issue, due to the relocation of a small number businesses."</p> <p>4. "Table H-2: Business Acquisitions" of the Draft Initial Study lists 20 Arleta businesses affected by the Caltrans preferred Route 170 to 118 Alternative 3. All properties are improperly listed as partial acquisitions.</p> <p>We have found after reviewing the Caltrans project maps on pages L-3, L-4 and L-5 of the "Draft Initial Study" that all four of the above stated Caltrans conclusions are "clearly inaccurate and erroneous". The project maps clearly show the new highway construction passing through four single tenant industrial buildings on Wentworth St. and Cranford Ave. and then slicing off the backs of the multi-tenant commercial property at 12900 Branford. One industrial building at 9201 Cranford Ave is shown on the maps as being demolished by the highway construction. However, this building was totally overlooked by the "Draft Initial Study". Four of the five industrial building will undoubtedly be demolished and are clearly full acquisitions, not partial as alleged by CDT.</p> <p>We have found that there are 31 Businesses, over 225,000 square feet of industrial space and more than 200 jobs that will be displaced by this project. There is the "substantial evidence" from which to draw "reasonable assumptions" within the "Draft Initial Study" for a conclusion per Public Resource code 21082.2 c. That conclusion is not the one published in the draft initial study: "1. There will be no adverse effects on businesses, residences, schools or public facilities, neighborhoods, employment, or the area economy."</p> <p>It can also reasonably be concluded that the estimated cost for Route 170 to 118 Alternative 3 of \$78.4 million as stated in section 3-4.7 of the Draft Initial Study falls to take into account the full cost of Alternative 3. The unaccounted addition costs include, but are not limited to, full acquisition of previously mentioned commercial properties, and the relocation and re-engineering of some sophisticated manufacturing production lines. These costs were clearly not included in the \$78.4 million estimate and will surely add approximately \$10 to \$20 million to the project's total cost.</p> <p>Unless CDT has an undisclosed plan for preserving lost jobs and relocating the businesses within the Arleta community, the Negative Declarations statement No. 1 appears to be false. According to Caltrans "Environmental Handbook Volume 4" "The rate of non-survival for businesses displaced by transportation construction projects is 23%." If that statistic holds true five of the twenty-one affected businesses will not survive. CDT should account for this potential economic loss to the Arleta community.</p>
3	
4	
5	

relocating highway commercial businesses (i.e., restaurants, gas stations, etc.). None of the businesses that the proposed project may relocate are of the highway commercial type.



SCTA1 - Changes to the document have been added to enhance the project description.

SCTA1 - Caltrans will coordinate with all stake-holding agencies when developing the Traffic Management Plan.

 City of Santa Clara	 Caltrans
Field Services 20013 W. Ave. Bluffton Santa Clara, CA 95050-1525 (408) 284-1000	Phone (415) 244-2020 Fax (415) 244-1000
August 1, 2008	
Boaz J. Koznick, Chief Office of Environmental Planning (Caltrans) 120 South Spring Street Los Angeles, CA 90012	
Subject: Review of Environmental Documents, I-5 HOV	
Dear Mr. Koznick:	
<p>Thank you for the opportunity to review the Initial Study/Environmental Assessment (ISEA) prepared for the I-5 HOV lane addition. SR134 - 134 (SEA 121800 and 121900) FIVE (07 LA-05 26 7379-4). Based on the information contained in the ISEA, the Transit Division (Santa Clara Transit) concurs with the determination that a combined Negative Declaration/Finding of No Significant Impact appears appropriate for this project, and affords substantial comment at this time.</p>	
<p>We would suggest however, that it might be helpful to users of the document to add in the project summary and project description, the total number of miles of HOV to be constructed, both in actual distance and in lane miles. Additionally, we note under section 5-13 (Transportation Management Plan, page 55) that you intend to develop a TMP for the project in the future. As noted elsewhere in the ISEA, Santa Clara Transit provides contractor service through the I-5 corridor Monday through Friday, during both the morning and evening peak periods. Accordingly, we would appreciate any effort on your part to coordinate with us in developing the TMP.</p>	1
<p>Thank you, again, for providing us the opportunity to comment on this project. If you have any questions or concerns, please call Mr. Don Williams of my staff at (661) 254-2572.</p>	2
Sincerely,	
 Anthony J. Nick Transportation Manager RK D08 is a.ctra@caltrans.ca.gov	
cc: Anthony J. Nick, Director of Transportation & Engineering Services	
 RECEIVED 08 AUGUST 2008	



**SOUTHERN CALIFORNIA
ASSOCIATION OF
GOVERNMENTS**

Main Office
840 West Seventh Street
10th Floor
Los Angeles, California
90017-1420
Phone: 213-622-4444
Fax: 213-622-4444

August 10, 2000

Mr. Ronald J. Kozinski, Chief
California District 7
Office of Environmental Planning
122 South Spring Street
Los Angeles, CA 90012-3908

RE: Comments on the Draft Initial Study / Environmental Assessment for the I-5 HOV 1.5 to 1.8 Lane Improvement Project - SCAG No. 1 28989389

Dear Mr. Kozinski:

Thank you for submitting Draft Initial Study / Environmental Assessment for the I-5 HOV 1.5 to 1.8 Lane Improvement Project to SCAG for review and comment. As a result of your submission, SCAG will be reviewing the project, and we will be working with you and other agencies in reviewing projects and plans for consistency with regional plans.

It is recognized that the proposed project considers the construction of two High Occupancy Vehicle (HOV) lanes. One project proposes one HOV lane in each direction in the median of I-5 between Route 134 and Route 170 in the Cities of Los Angeles, Glendale and Burbank. The other project proposes one HOV lane in each direction in the median of I-5 between Route 170 and Route 118 in the City of Los Angeles.

SCAG has evaluated the Initial Study / Environmental Assessment for the I-5 HOV 1.5 to 1.8 Lane Improvement Project for consistency with the Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed project is listed in the 1994 RTP, Appendix J, page J.7.

In addition, the California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [d]) if there are inconsistencies, an explanation and justification for such inconsistencies should be provided. Policies of SCAG's RCPG and RTP, which may be applicable to your project, are outlined in the attachment. The comments noted in the attachment support the consistency of the Project with SCAG's RCPG and RTP policies.

If you have any questions regarding the attached comments, please contact Jeffrey Smith, Senior Planner, at (213) 235-1897. Thank you.

Sincerely,

SYLVIA PATINO
Program Manager,
Performance Assessment and Implementation

COMMENTS ON THE
INITIAL STUDY / ENVIRONMENTAL ASSESSMENT
FOR THE
I-5 HOV 1.5 TO 1.18
LANE IMPROVEMENT PROJECT
SCAG NO. 1 20000389

PROJECT DESCRIPTION

It is recognized that the proposed Project considers the construction of two High Occupancy Lanes (HOV) projects. One project proposes one HOV lane in each direction, in the median of I-5 between Route 134 and Route 170 in the Cities of Los Angeles, Glendale and Burbank. The other project proposes one HOV lane in each direction, in the median of I-5 between Route 170 and Route 118 in the City of Los Angeles.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

Regional Transportation Plan

The Regional Transportation Plan (RTP) also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents afflicted by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 Transportation investments shall be based on SCAG's adopted Regional Performance indicators.

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.

- Average Work Trip Travel Time in Minutes - 22 minutes
- PM Peak Highway Speed - 33 mph
- Percent of PM Peak Travel in Delay (All Trips) - 33%

Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- Work Opportunities within 25 Minutes - 88%

Environment - Transportation Systems should sustain development and preservation of the existing system and the environment (All Trips)

- Meeting Federal and State Standards - Meet Air Plan Emission Budgets

Reliability - Reasonable and dependable levels of service by mode (All Trips)

- Transit - 63%
- Highway - 76%

Safety - Transportation Systems should provide minimal risk, accident, death and injury (All Trips)

- Fatalities Per Million Passenger Miles - 0.008
- Injury Accidents - 0.929

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time (All Trips)

- Vehicle Trip Reduction - 1.5%
- Vehicle Miles Traveled Reduction - 10.0%

Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups (All Trips)

- Low-income (Household Income \$12,000): Share of Net Benefits - Equitable Distribution of Benefits

Cost Effectiveness - Maximize return on transportation investment (All Trips)

- Net Present Value - Maximum Return on Transportation Investment
- Value of a Dollar Invested - Maximum Return on Transportation Investment

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

4.04 Transportation Control Measures shall be a priority.

- 4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.18 Encourage planned development in locations least likely to cause environmental impact.

- 3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

- 3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project includes:

- 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-mile-traveled/emission fees) so that options to command and control regulations can be assessed.

- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

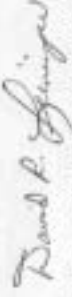
The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

LA Co. FD4 – Comment noted for the record, no response required.

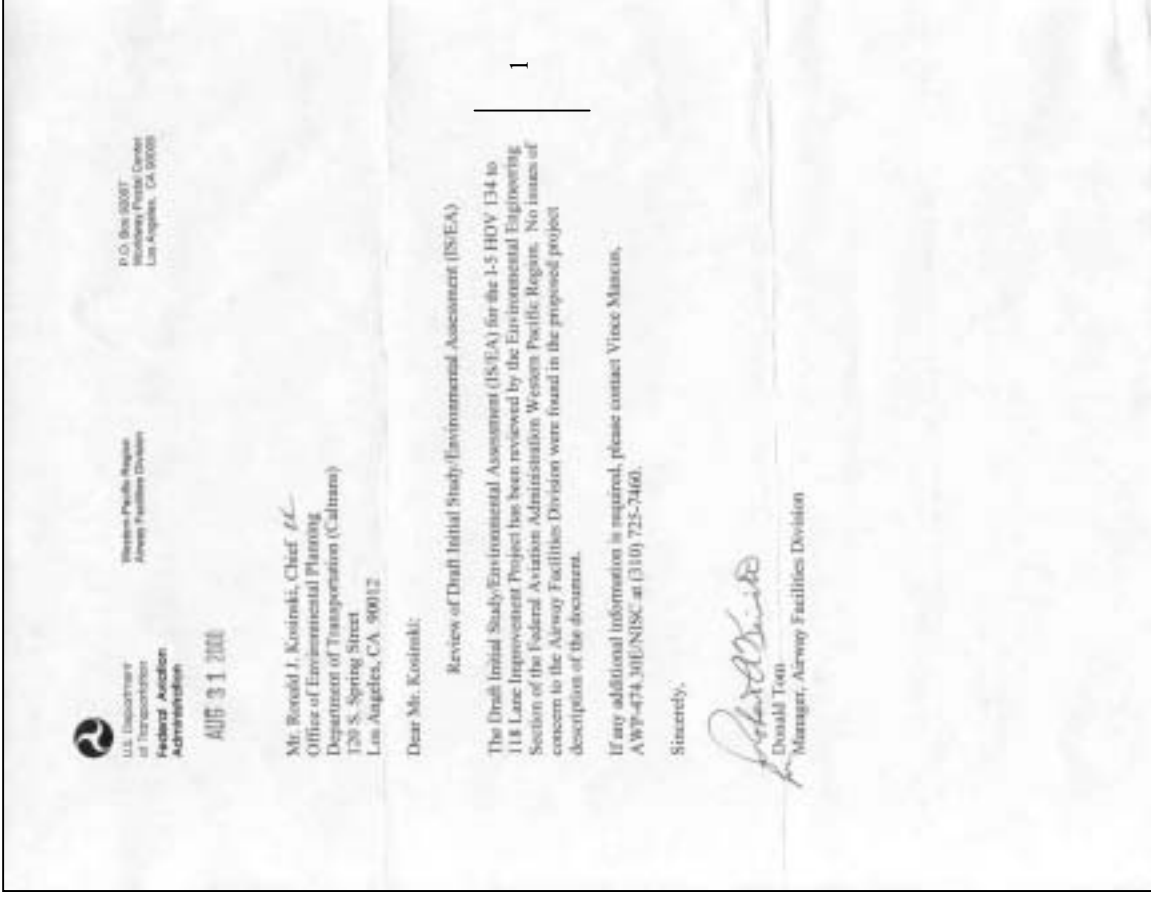
<p>Ronald J. Kostinski, Chief August 23, 2006 Page 2</p> <p>The County of Los Angeles Fire Department appreciates the opportunity to comment on this project. Should any questions arise regarding water systems or access issues please contact Inspector Michael McHargue at (323) 890-4243.</p> <p>OTHER ENVIRONMENTAL CONCERNS: The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities been addressed.</p> <p>If you have any additional questions, please contact this office at (323) 890-4230. Very truly yours,</p> <p> DAVID R. LEISINGER, ACTING CHIEF, FORESTRY DIVISION PREVENTION BUREAU DRL:lc</p>	4
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CDFG1 - Applications for all required permits will be processed during the PS&E stage of project development.

<p>STATE OF CALIFORNIA THE RESOURCES AGENCY DEPARTMENT OF FISH AND GAME Beach & Coastal Regions 4440 Viewridge Avenue San Diego, California 92123 (619) 481-4301 Fax: (619) 481-4336</p>	<p>August 18, 2000</p> <p>Ms. Rita Mlawal California Department of Transportation District 7 120 South Spring Street Los Angeles, CA 90012</p> <p>Dear Ms. Mlawal:</p>	<p>Draft Initial Study/Negative Declaration for Interstate 5 High Occupancy 134 to 119 Lane Improvement Project SCH # 2000071694, Los Angeles County</p>
<p>The Department of Fish and Game (Department), has reviewed the Proposed Draft Initial Study/Negative Declaration (ISND) for impacts to biological resources. The proposed project includes the construction of one High Occupancy Vehicle lane in each direction within the median of Interstate 5 between State Route 134 and State Route 119.</p> <p>The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15388) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.</p> <p>Impacts to Riparian Resources</p> <p>1. Section 5-4 of the ISND describes that the project area crosses the Los Angeles River, the Burbank Washburn Channel, the Tujunga Wash, the Picorna Wash and an unnamed channel and that a Streambed Alteration Agreement would be necessary for the Los Angeles River Crossing because wetlands will have to enter the riverbed.</p> <p>a. The Department concurs that a Streambed Alteration Agreement between the Operator and the Department will be required for work within and also above any of the drainage channels which may result in adverse impacts to on site and off site riparian resources from construction activities and/or construction debris/contaminants falling into any drainage. Please contact Ms. Betty Courtney at (861) 283-8306 to discuss this further.</p>		
<p>1</p>		




FAA1 – Comment has been noted for the record, no response required.



Burbank 1 – The preferred alternative is Alternative 3 and does not impact the properties in question. Alternatives 2A and 3A, with relocation of the southbound ramps at Burbank Boulevard, are not the preferred alternatives and have been dropped from further consideration.

Burbank 2 - The District works cooperatively with all local agencies, including the City of Burbank. The design and construction of the new Burbank Boulevard Overcrossing, in terms of local capacity needs, alignment with local roads and local access, will be fully coordinated with the City of Burbank. The Traffic Management Plan will be designed to the maximum extent possible, to accommodate adequate circulation of local traffic.

Burbank 3 – The addition of connector ramps to and from southbound Interstate 5 and westbound State Route 134 are not a part of this project and are not presently funded. Caltrans District 7, Advanced Planning is currently studying the construction of connector ramps between southbound I-5 and westbound SR 134 and will begin planning such a project pending project programming and funding.



CITY OF BURBANK
375 EAST OLIVE AVENUE, P.O. BOX 9485 BURBANK, CALIFORNIA 91510-6485

Sent by FAX and Mail

September 7, 2000

Mr. Rutland J. Kostinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

Dear Mr. Kostinski:

Thank you for the opportunity to provide comments on the Initial Study/Environmental Assessment for the construction of HOV lanes on Interstate 5 from SR-134 to SR-118. After reviewing the document and attending the public meeting, we have the following comments:

- While Caltrans has identified Alternative 3 for the Route 134-170 segment as the "Preferred Alternative", we must re-state our opposition to the relocation of the SB ramps at Burbank Boulevard as proposed in Alternatives 2A and 3A. The relocation of the ramps to Front Street, south of Burbank Boulevard, would greatly impact the anticipated redevelopment of the property through which the access would be gained. This former industrial property is located in the heart of the downtown redevelopment project area, uniquely situated and accessible, and within a short walking distance of our Regional Intermodal Transit Center. The proposed bissection of the property would significantly diminish the value and viability of the site.
- The diagram included in the ISEA shows Front Street located between the freeway and the proposed property acquisition. Two years ago, the City spent \$3.5 million to align Front Street with the SB I-5 off-ramp, to the west of the former industrial site. The proposed relocation of the ramps to Front Street, through the industrial site, would require a complete reconstruction of Front Street in order to provide the additional capacity needed for the much higher traffic volumes.
- The Burbank Boulevard overcrossing of the I-5 is a primary connection between the Burbank Airport and surrounding industrial/entertainment area, and the downtown commercial and government center. The design and construction of the bridge needs to be coordinated with the City to ensure that: (1) the new design provides the necessary capacity to serve local and regional traffic; (2) ramps continue to be aligned with local roads to facilitate local access; and (3) the Traffic Management Plan maintains adequate circulation during the period of construction.
- The Cities of Burbank, Glendale, and Los Angeles have jointly studied the feasibility of constructing connecting ramps from the SB I-5 to the WB SR-134, and the reverse, to allow regional traffic to remain on the freeway system rather than on local streets. The addition of these connecting ramps, as either mixed flow or HOV lanes, should be considered as part of this program. The results of the feasibility study are available upon request.

COMMUNITY DEVELOPMENT DEPARTMENT

Administration • Building Division • Housing & Grants Division • License & Code Services • Planning Division • Redevelopment Agency
(818) 238-6170 (818) 238-5220 (818) 238-5280 (818) 238-5225 (818) 238-5195

Burbank 4 - For the preferred alternative (Alt. 3), in the City of Burbank, widening of the Providencia Overhead will encroach on two private commercial parcels on the northbound side of I-5. Alternatives 2A and 3A would require acquisition of one commercial parcel on the southbound side of I-5 south of Burbank Boulevard.

Burbank 5 - The Empire Interchange Project has been fully considered in the planning of the proposed HOV lanes. However, the Empire Interchange Project is a separate project. Both projects will be fully integrated and coordinated during the design and construction stages.

Burbank 6 - Prior to construction, verification of Superior Rights of the City of Burbank will be determined by Caltrans. If it is determined that the City of Burbank does have Superior Rights to that of Caltrans, the cost of utility relocation will be funded 100% by the State.


Burbank 7 - There is no intent to change the traffic pattern at the northbound Olive Avenue off ramp that terminates at Angelino Avenue and the frontage road. The alignment of the ramp will be modified to accommodate the freeway widening at Providencia Overhead as it transitions back to the original freeway cross section at Olive Avenue. Continued access to both Angelino Avenue and Orange Grove Avenue will be provided for in the subsequent design work. The work in this area does not encroach on the frontage roads between this ramp and Burbank Boulevard. Work in this area will be fully coordinated with the City of Burbank at all times.

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- It is not possible to determine from the diagrams included in the ISEA the extent to which standard widening may impact local access and neighborhoods. It is our understanding that no property acquisitions are needed/proposed for the Preferred Alternative, and that the widening will not encroach upon adjacent streets or existing freeway ramps (other than the proposed reconfiguration of the SB on-ramp at Burbank Boulevard), or otherwise impact existing land uses. The City would consider any such impacts to be significant, unless upon identification and review we are able to determine otherwise.
- The ISEA refers to the proposed Empire Interchange project only as a related project, with no discussion of the ROW implications of constructing both of these projects. The Empire Interchange is a Caltrans project, and as such it should be fully incorporated into the planning of the proposed HOV lanes. The potential ROW needs within this project area should be identified as an additional requirement for the HOV program. Burbank is very concerned about the extent to which the need to acquire additional ROW will impact the adjacent SCRABAMTA, ROW, the Pacific Pipeline in the rail ROW, local streets, and private development in the area. The Empire Interchange project is vital to the continued economic development of the Modli District North research and industrial area, and Burbank staff will continue to work with Caltrans to further both of these projects.
- The Burbank Public Service Department anticipates potential conflicts with electrical facilities at numerous locations along the I-5 corridor in Burbank. It is not possible to identify specific locations using the diagrams included in the ISEA. Any impact to Burbank electrical facilities that is subsequently identified would need to be mitigated at Caltrans' expense.
- The diagram illustrating the proposed configuration for the I-5 at Olive Avenue appears to indicate that the NB off-ramp at Olive would be reconfigured to funnel all traffic onto Angelino Avenue. This ramp currently coordinates past Angelino to Orange Grove Avenue, an alternate route to the downtown area, before leading back onto the mainline. Pat Sullivan (Caltrans) has explained that there is currently no intent to shorten the ramp or to modify or encroach upon its present configuration. However, Ms. Sullivan also said that the ramp design is only at a preliminary level at this time, and that it will be developed further during the PS&E phase. This ramp is the primary access to the downtown area in the NB direction, and the continued access to both Angelino and Orange Grove from the ramp is essential for acceptable levels of circulation in this area. Any subsequent design work on this ramp should be coordinated with the City at the earliest possible stage.

Thank you for the opportunity to comment on the proposed HOV project, and please do not hesitate to contact Greg Hermann (818 234-5263) to clarify any of the above comments or to provide assistance in future design work.

Sincerely,



Robert M. Tagar
Community Development Director


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7

SCAQMD 1 – Comments have been noted for the record. Responses to these comments have been sent to SCAQMD in a letter dated November 14, 2000.



South Coast

Air Quality Management District

AQMD

21865 L. Gipeley Drive, Diamond Bar, CA 91765-4152

(909) 396-2000 • <http://www.aqmd.gov>

DATE: SEPTEMBER 12, 2000

SEPTEMBER 12, 2000

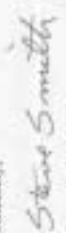
Mr. Ronald J. Kotinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles, CA 90012

**Notice of Intent to Adopt Negative Declaration for the Proposed I-5 HOV 3+ to I-18
Lane Improvement Project, Cities of Burbank, Glendale and Los Angeles –
Department of Transportation (Caltrans) District 7**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Negative Declaration.

Please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Negative Declaration. The AQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Transportation Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Air Sources

Attachment

SS GM

LAC090725-01

Control Number

1

I-5 HOV Lane Improvement Initial Study/Environmental Assessment

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SCAQMD 2 – Assumptions of construction scenarios have to be developed for many unknown variables. Most of the needed information is not available in detail at this stage of the project’s development and cannot be determined until the project is ready for construction. No estimate of construction emissions can be undertaken. However, project construction will be conducted in accordance to federal state and local regulations that govern construction activities. Therefore, the qualitative analysis and the construction mitigation measures included in the Physical Environmental Report should be regarded as representative of construction impacts. Air Quality impacts resulting from construction are temporary and therefore typically not be regarded as significant. No long-term impacts to air quality are anticipated under any of the alternatives under consideration.

Efforts are being made to obtain as much of the above information as possible to quantify the project's construction impacts on air quality. Collecting the information is the first step in a long process. Methodologies and proper equations need to be identified and emission factors calculated or obtained from acceptable sources to figure emission quantities. No time estimate can be given at this time and no promise can be made for providing this estimate.

SCAQMD 3 - Caltrans concurs with the findings of the SCAQMD. All soil determined to be contaminated with hydrocarbons will be handled in accordance with SCAQMD Rule 1166. All asbestos removal will be done in accordance with SCAQMD Rule 1403.

<p>Mr. Ronald J. Kostelnik, Chief Office of Environmental Planning</p> <p>-1-</p> <p>September 17, 2000</p>	<p>Notice of Intent to Adopt Negative Declaration for the Proposed I-5 HOV LSA to I118 Lane Improvement Project, Cities of Burbank, Glendale and Los Angeles – Department of Transportation (Caltrans) District 7</p>	<p>2</p> <p>1. In the Environmental Significance checklist of the Draft Initial Study/Environmental Assessment (DISEA) on page 31, questions 17 & 19 are listed as having a "no effect" determination with a discussion on pages 36-37 to further clarify the determination of "no significant effect." Although the DISEA includes CO microscale modeling analyses for traffic impacts and reviews local historical air quality data for PM₁₀ emissions, the lead agency has not adequately demonstrated the finding of no significant air quality impacts for this specific project. Missing from the analysis are peak daily mean emission estimates for construction and operational activities including increased traffic through the proposed interchange area. Without quantitative information on these other project activities, the lead agencies have not demonstrated that air quality impacts will exceed the significance criteria identified in the SCAQMD's CEQA Air Quality Handbook.</p> <p>Before approving the final negative and preparing a FONSI or EIS, the SCAQMD recommends that, at the very least, construction scenarios be developed and mass daily emissions be calculated. The actual technical detail, including equations used, assumptions, etc., could be included in a technical appendix and summarized in the text. The emission calculations could be summarized in a table showing the projected emissions, the control efficiencies of the proposed mitigation measures if necessary, emissions reduced and remaining emissions. The estimated emissions then need to be compared with the peak daily thresholds of significance established by the SCAQMD, which are described in Chapter 6 of the SCAQMD CEQA Air Quality Handbook or thresholds of significance adopted by the lead agency and supported by substantial evidence. It is only after emissions from the project are estimated and compared to the recommended significance threshold that conclusions regarding air quality significance can be made.</p>	<p>3</p> <p>2. On page 14, Section 3.3, Hazardous Waste, and on pages 34-35 in the Discussion of Environmental Evaluation, the DISEA describes soil excavation that has the potential to be classified as a hazardous waste. The lead agency is reminded that, if soil is contaminated by hydrocarbon contaminants, contaminated sites would be subject to SCAQMD Rule 1166 and that compliance should be referenced in the Final DISEA. Page 22 also references potential asbestos removal, which is covered under SCAQMD Rule 1403.</p>
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LA Co. 1 - Language has been added to the Environmental Document describing how solid waste will be handled.



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

THE HARTY FREEMONT AVENUE
ALHAMBRA, CALIFORNIA 91801-1111
Telephone: 626-257-2000

APPROVED FOR THE BOARD OF SUPERVISORS
BY THE BOARD OF SUPERVISORS
ALHAMBRA, CALIFORNIA 91801-1111

APPROVED FOR THE BOARD OF SUPERVISORS
BY THE BOARD OF SUPERVISORS
ALHAMBRA, CALIFORNIA 91801-1111

September 12, 2000

Mr. Ronald J. Kosinski, Chief
Office of Environmental Planning
Department of Transportation (Caltrans)
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

**RESPONSE TO AN INITIAL STUDY/ENVIRONMENTAL ASSESSMENT (IS/EA) -
INTERSTATE 5 HOV 1.5 TO 1.0 LANE IMPROVEMENT PROJECT**

Thank you for the opportunity to provide comments on the IS/EA for the proposed Interstate 5 HOV 1.5 to 1.0 Lane Improvement Project. We have reviewed the IS/EA and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Sliding Element, which was approved by a majority of the cities in Los Angeles County in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction operations associated with the proposed project will increase the generation of solid waste, and will negatively impact solid waste management infrastructure in the County. Therefore, the word "no" placed in the "yes or no" column of Item 9, page 31, of the Draft Initial Study/Environmental Assessment, should be changed to "yes" in the same column.

As such, the proposed Draft Initial Study/Environmental Assessment must identify what measures the project proponent will implement to mitigate the impact. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste from the landfills.

If you have any questions regarding the above comments, please contact Mr. Russell W. Bukoff at (626) 458-2188.

1

I-5 HOV Lane Improvement Initial Study/Environmental Assessment

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LA Co. 2 - Comment has been noted for the record, no response required.

LA Co. 3 - The Draft Environmental Document has been reviewed by the affected cities and other local agencies and their comments have been incorporated into the Final Environmental Document.



LA City 1 – Comment noted for the record, no response required.

LA City 2 – Caltrans Office of Traffic Management will evaluate and update traffic signals on an as needed basis.

LA City 3 – Caltrans has a policy in place, which states, “An HOV preferential lane shall be provided at all ramp meter locations. The January 2000 edition of the Ramp Meter Design Manual addresses the circumstances under which exceptions to this policy may be warranted. These exceptions include, but are not limited to:

- Underutilization of an existing lane plus the need for additional right-of-way for storage.
- The availability of an alternate HOV entrance ramp within 2Km.
- The availability of direct HOV access (drop) ramp.

CITY OF LOS ANGELES
CALIFORNIA
DEPARTMENT OF TRANSPORTATION
340 N. INGLEWOOD AVENUE, SUITE 500
LOS ANGELES, CA 90012
TEL: (213) 360-1111 FAX: (213) 360-1116

FRANCIS T. BRIDGES
DIRECTOR, TRANSPORTATION

ROBERTO J. REORDAN
MAYOR

September 19, 2000

Ron Kosinski, Chief
Office of Environmental Planning
California Department of Transportation
District 7, 120 So. Spring St.
Los Angeles, Ca 90012

DRAFT INITIAL STUDY / ENVIRONMENTAL ASSESSMENT FOR INTERSTATE 5 HOV PROJECT FROM STATE ROUTE 134 TO STATE ROUTE 118

Los Angeles Department of Transportation has reviewed the Draft Initial Study / Environmental Assessment Report for the Interstate 5 (I-5) High Occupancy Vehicle (HOV) Lanes Project between Route 134 and Route 118. Our staff also attended the public information meeting held on August 15, 2000. LADOT is very supportive of this project and we look forward to working with Caltrans to expedite this project.

Construction of the proposed HOV lanes in each direction on I-5, as well as a new connector between Route 170 and I-5 to provide continuous HOV lanes will, undoubtedly, help to alleviate the traffic congestion which presently exists on this stretch of I-5 freeway. We recommend that Caltrans should consider upgrade of traffic signals at various on- and off-ramps to improve efficiency of traffic entering and exiting the freeway.

HOV by-pass lanes on freeway on-ramps are an integral component of HOV lane systems, and need to be incorporated in the design process from the beginning. As part of HOV facilities on I-5 freeway, LADOT recommends inclusion of a third lane on the affected on-ramps, designated as the HOV by-pass lane. This will help to maximize the benefits of the HOV lane system from the start, by encouraging more motorists to sidestare.

These are LADOT's comments only, and relate to the traffic issues only. For other comments from the City of Los Angeles, please contact the appropriate City department, including the Departments of City Planning and Public Works.

If you have any questions, please contact Vahan Pezeshkian at (213) 473-3515.

Sincerely,

Michael Uyeno
Michael Uyeno, Senior Transportation Engineer
City of Los Angeles Department of Transportation
Project Development Division

VHP:JB
C:\MyFiles\Project\W-5 HOV\Draft EnvRep letter 9-15-00.wpd

cc: Harpal S. Vir
Vahan Pezeshkian

AN EQUAL OPPORTUNITY EMPLOYMENT - AFFIRMATIVE ACTION EMPLOYER

APPENDIX A

REFERENCES

Appendix A - References

- Caltrans, District 7. *Archaeological Survey Report*. March 15, 1999.
- City of Los Angeles. *Arleta-Pacoima Plans, Los Angeles General Plan*. August 24, 1998.
- City of Burbank. *Burbank General Plan*. May 31, 1988.
- Caltrans, District 7. *Draft Relocation Impact Study*. November 9, 1999.
- Caltrans, District 7. *Geotechnical Report, 134 to 170*. April, 1999.
- Caltrans, District 7. *Geotechnical Report, 170 to 118*. April, 1999.
- City of Glendale. *Glendale General Plan*. October 23, 1986.
- Caltrans, District 7. *Historic Architectural Survey Report*. June 14, 1999.
- Caltrans, District 7. *Hydraulic Study*. October 14, 1999.
- Caltrans, District 7. *Natural Environment Study*. April 22, 1998.
- Caltrans, District 7. *Noise Study Report*. September 16, 1999.
- Caltrans, District 7. *Physical Environmental Report*. October, 1999.
- Caltrans, District 7. *Project Study Report, 170 to 118*. September 11, 1995.
- Caltrans, District 7. *Project Study Report, 134 to 170*. September 29, 1995.
- City of Los Angeles. *Sun Valley Plans, Los Angeles General Plan*. January 10, 1992.
- Caltrans, District 7. *TASAS Report*. October 29, 1999.
- Caltrans, District 7. *Visual Impact Assessment*. January 14, 1999.
- U.S. Census Bureau 1990. Website:<http://venus.census.gov/cdrom/lookup>. April 5, 1999.

APPENDIX B

LIST OF PARTIES RECEIVING COPIES OF THE DRAFT INITIAL STUDY/ ENVIRONMENTAL STUDY

**APPENDIX B - LIST OF PARTIES
RECEIVING COPIES OF THE
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT**

Federal Senators

The Honorable Dianne Feinstein
United States Senator
11111 Santa Monica Boulevard, Suite 915
Los Angeles, CA 90025

The Honorable Barbara Boxer
United States Senator
312 North Spring Street, Suite 1748
Los Angeles, CA 90012

Members of Congress

The Honorable Howard L. Berman
Congressman, 26th District
10200 Sepulveda Boulevard, #300
Mission Hills, CA 91345

The Honorable James E. Rogan
Congressman, 27th District
199 S. Los Robles, #560
Pasadena, CA 91101

State Senators

The Honorable Richard Alarcon
Senator, 20th District
6150 Van Nuys Boulevard, Suite 400
Van Nuys, CA 91401-3376

The Honorable Adam Schiff
Senator, 21st District
35 S. Raymond Avenue, Suite 205
Pasadena, CA 91105

The Honorable Cathie Wright
Senator, 19th District
2345 Erringer Road, Suite 212
Simi Valley, CA 93065

State Assemblymembers

The Honorable Scott Wildman
Assemblyman, 43rd District
109 East Harvard Street, Suite 305
Glendale, CA 91205

The Honorable Jack Scott
Assemblyman, 44th District
215 North Marengo Avenue, Suite 185
Pasadena, CA 91101

The Honorable Tom McClintock
Assemblyman, 38th District
10727 White Oak, Suite 124
Granada Hills, CA 91344

The Honorable Tony Cardenas
Assemblyman, 39th District
9140 Van Nuys Boulevard, Suite 109
Panorama, CA 91402

The Honorable Robert Hertzberg
Assemblyman, 40th District
6150 Van Nuys Boulevard, Suite 305
Van Nuys, CA 91401

County Officials

The Honorable Michael Antonovich
County Supervisor, 5th District
500 West Temple Street, Room 869
Los Angeles, CA 90012

The Honorable Zev Yaroslavsky
County Supervisor, 3rd District
500 West Temple Street, Room 821
Los Angeles, CA 90012

The Honorable Gloria Molina
County Supervisor, 1st District
500 West Temple Street, Room 856
Los Angeles, CA 90012

City Officials and Agencies

The Honorable Richard Riordan, Mayor
City of Los Angeles
200 N. Main Street, 8th Floor
Los Angeles, CA 90012

The Honorable Dave Weaver, Mayor
City of Glendale
613 E. Broadway, Suite 200
Glendale, CA 91206

The Honorable Bill Wiggins, Mayor
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

The Honorable Joel Wachs, Council Member
City of Los Angeles
200 North Main Street, Room 402
Los Angeles, CA 90012

The Honorable Alex Padilla, Council Member
City of Los Angeles
200 North Main Street, Room 312
Los Angeles, CA 90012

Mr Robert R. Ovrum, City Manager
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

Mr. James E. Starbird, City Manager
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Los Angeles City Council
200 N. Spring Street
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City of Burbank
275 E. Olive Avenue
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City of Glendale
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City of Burbank
Planning Division
275 East Olive Avenue
Burbank, CA 91510-6459

City of Glendale
Planning Division
633 East Broadway, Room 103
Glendale, CA 91206-4386

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Environmental Management Center
780 Flower Street
Glendale, CA 91201

Devon Burns, Hazardous Materials Specialist
Burbank Fire Department
311 East Orange Grove Avenue
Burbank, CA 91502

Public Agencies

Mr. Mark Pisano, Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Environmental Protection Agency
EIS Coordinator, Region 9
75 Hawthorne St
Attn: Dave Carlson CMD-2
San Francisco, CA 94105-3901

Environmental Protection Agency (EPA)
Office of Federal Activities (A-104)
401 "M" Street, SW
Washington, DC 20460

Federal Emergency Management Agency
Regional Director
Region 9, Bldg. 105
Presidio, CA 94129

Federal Railroad Administration
Office of Policy and Plans
400 7th Street, SW
Washington, DC 20590

National Oceanic and Atmospheric Administration
Director, Office of Ecology and Conservation
U.S. Department of Commerce, Room 6800
Washington, DC 20230

National Park Service
Western Regional Office
450 Golden Gate Ave.
P.O. Box 36063
San Francisco, CA 94102

Natural Resources Conservation Service
Area Conservationist, Area II
P.O. Box 260
Somis, CA 93066

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

U.S. Army Corps of Engineers
District Engineer
300 N. Los Angeles Street
Los Angeles, CA 90012

U.S. Department of Energy
Director, Office of Environmental Compliance
1000 Independence Ave., SW, Rm. 4G-064
Washington, DC 20585

U.S. Department of Interior
Director, Office of Environmental Policy and
Compliance
Main Interior Building Rm. 2340
1849 C Street, NW
Washington, DC 20240

University of California
Assistant Vice President Budget, Analysis, and
Development
247 University Hall
University of California
Berkeley, CA 94720

USDA-Forest Service
Forest Supervisor
Attn: Environmental Coordinator
1323 Club Drive
Vallejo, CA 94592-1110

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Department of Health and Human Services
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Washington, DC 20201

Assistant Vice President
Budget, Analysis, and Planning
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Glendale, CA 91203

Chief, Airports Branch
Federal Aviation Administration
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Los Angeles, CA 90045

Environmental Clearance Officer
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Metropolitan Transit Authority
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Los Angeles, CA 90012-2932

Centers for Disease Control
Environmental Health and Injury Control
Special Programs Group, Mail Stop F-29
1600 Clifton Road
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Haripal Vir
LADOT
Office of Transportation Programs
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Antelope Valley Transit
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Lancaster, CA 93534

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Omnitrans
Dan Broghan, Executive Director
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San Bernardino, CA 92411

Foothill Transit District
Roger Chapin, Executive Director
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West Covina, CA 91791-1600

Orange County Transit Authority
Laurann Cook, Chairman
550 South Main Street
Orange, CA 92868

Southern California Rapid Transit District
Alan Pegg, General Manager
425 South Main Street, Suite 516
Los Angeles, CA 90013

Los Angeles County Public Works
ATTN: Planning Division
900 South Freemont Avenue
Alhambra, CA 91803

City of Los Angeles
Department of Water and Power
111 North Hope Street, Room 1121
Los Angeles, CA 90012

Los Angeles County Fire Department
Forestry Division, Room 123
5823 Rickenbacher Road
Commerce, CA 90040

Private Organizations and Citizens

California Wildlife Federation
P.O. Box 1527
Sacramento, CA 95812-1527

John Zeigler, Senior Transportation Engineer
AAA, Department A-131
333 Fairview Road
Costa Mesa, CA 92626

Pacoima Chamber of Commerce
P.O. Box 330038
Pacoima, CA 91333-0038

Sierra Club
3435 Wilshire Boulevard, Suite 320
Los Angeles, CA 90010-1904

Arleta Chamber of Commerce & Resident's Assoc.
9038 Woodman Ave.
Arleta, CA 91331

Sun Valley Chamber of Commerce
8128 Sunland Blvd.
Sun Valley, CA 91352

California Native Plant Society
1722 J Street, Suite 17
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Lois E. Mills
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North Hollywood, CA 91605

John Davidson
25809 Rana Drive
Santa Clarita, CA 91355-2425

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Jerry F. Piro
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Sun Valley, CA 91352

Ralph Herman
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824 Stephen Rd.
Burbank, CA 91504

Suzy Andrews
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Bryan Allen
3142 Drew Street
Los Angeles, CA 90065-2305

APPENDIX C

SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

APPENDIX C: SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

C-1 RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section C-3, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

C-2 RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: 1) the loan on the displacement property, or 2) the loan on the replacement property. The maximum combination of these supplemental payments that the owner-occupants can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

C-3 BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include: moving expenses, which consist of actual reasonable costs (as listed) for:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.
- Expenses related to searching for a new business site can be reimbursed up to \$1,000 for actual reasonable cost incurred.
- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 or no more than \$20,000.

C-4 ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of the displacees for assistance under the Social Security Act, local Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments made are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

APPENDIX D

ACRONYMS USED

ADT	Average Daily Traffic
AQMP	Air Quality Management Program
AS	Aggregate Subbase
BARCT	Best Available Retrofit Control Technologies
CAA	Clean Air Act
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvement Plan
CMP	Congestion Management Plan
dba	Decibels
EA	Environmental Assessment
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
I	Interstate
IS	Initial Study
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IVHS	Intelligent Vehicle Highway Systems
LACMTA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation System
LCB	Lean Concrete Base
LOS	Level of Service
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MVM	Million Vehicle Miles
N/B	North Bound
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
PCC	Portland Concrete Cement
PM-10, 2.5	Particulate Matter less than 10 (2.5) Microns in diameter
RME	Regional Mobility Element
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
S/B	South Bound
SCAB	Southern California Air Basin
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SIP	State Implementation Plan
SR	State Route
TASAS	Traffic Accident Surveillance and Analysis System
VMT	Vehicle Miles Traveled

APPENDIX E

NEGATIVE HISTORICAL PROPERTY SURVEY REPORT

NEGATIVE HPSR FORM

California Department of Transportation

1. HIGHWAY PROJECT DESCRIPTION AND LOCATION

District	County	Route	Post Mile	Charge Unit	Expenditure Authorization
07	LA	I5	26.7/39.4	07168	121800 & 121900

Description:

An Initial Study/Environmental Assessment for an HOV lane addition is in progress for Interstate 5 from the 5/134 Interchange to the 5/118 Interchange. This project proposes widening the freeway in several locations, and the removal of existing soundwalls that will be replaced.

2. AREA OF POTENTIAL EFFECTS

Description:

See attached APE map.

Approved by: Robert Cady

February 9, 2000

3. SOURCES CONSULTED

- ☒ National Register of Historic Places and updates to
- ☐ OHP Database of Determinations of Eligibility and updates to:
- ☐ California Register of Historical Resources and updates to:
- ☒ California Historical Landmarks and updates to:
- ☒ California Points of Historical Interest and updates to
- ☒ California Inventory of Historic Resources
- ☐ Caltrans Historic Highway Bridge Inventory
- ☒ Archaeological Site Records

Month/Year

September 8, 1993, et al.

1993

1992

November 29, 1990

March 99

South Central Coastal Regional Information Center, University of California, Los Angeles

- ☐ Local Historical Society (Names and dates contacted)

- ☐ Other (Names and dates)

Los Angeles County Assessor's Office

4. LIST OF ATTACHED DOCUMENTATION

- ☒ Archaeological Survey Report (ASR)
- ☐ Correspondence from SHPO
- ☒ Post-1945 MOU Short-form HASR
- ☐ Caltrans Historic Highway Bridge Inventory print-out
- ☐ Other (Specify)

5. CALTRANS APPROVALS

Recommended for Approval:

Claudia Harbert
District Heritage Resource Coordinator

2-11-2000
Date

Approved:

Ronald Kosinski
Chief, District Environmental Planning Branch

2-11-2000
Date

6. FHWA DETERMINATION

Check one:

- ☐ A. No cultural resources are present within or adjacent to the project's APE.
- ☒ B. The only cultural resources present within or adjacent to the project's APE are:
- ☒ Post-1945, Moved or Altered Pre-1945 buildings treated in accordance with the Post-1945 MOU
 - ☐ Buildings or structures previously determined ineligible in consultation with the SHPO
 - ☐ Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory

7. FHWA TRANSPORTATION ENGINEER APPROVAL

Cultural studies are complete and satisfactory. The requirements of 36 CFR 800 have been completed.


Name

2/14/00
Date

HISTORIC ARCHITECTURAL SURVEY REPORT - MOU SHORT FORM
California Department of Transportation

I. Highway Project Description

District	County	Route	Post Miles E.A.
07	LA	I-5	26.7/39.4; EA121800 & 121900

II. Study Findings

The properties listed below were found to qualify for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings," updated to cover post-1950 Buildings. They do not appear to be eligible for inclusion in the National Register of Historic Places because they are:

Post-1945 ☒ [X]

Moved ☐ []

Substantially altered ☐ []

III. Property Address

Properties in APN 26029-30

12680 Tonopah Ave. 9103 Cranford
12286 Tonopah Ave. 9109 Cranford Ave
9071 Cranford Ave. 9115 Cranford
9077 Cranford Ave. 9121 Cranford
9083 Cranford 9125 Cranford
9089 Cranford 9131 Cranford Ave.
9095 Cranford

Properties in APN 2629-27

12800 Wentworth St. 9243 Cranford St.
9201 Cranford St. 12970 Branford St.
9215 Cranford St.

IV. Field Methodology

Researcher: Frank Lortie

Date June 8, 1999



Signature

The properties in the study area for this project were reviewed

in the field ☒ from photographs ☐

by the architectural historian named above who is specified in the MOU as being qualified to make the required determination.

V. Sources Consulted

National Register of Historic Places ☒

SHPO concurrence DOE database ☒

California Inventory of Historic Resources ☒

California Historical Landmarks ☒

California Points of Historical Interest ☐

Other: Los Angeles County Assessor's Office

California Highways and Public Works, March-April, 1963, page 33.

VI. Results

Buildings in APN 2629-30 were constructed in 1954.

Buildings in APN 2629-27 constructed after 1963.

VII. Remarks

This report is intended to satisfy the historical aspects of cultural studies and does not reflect prehistoric archaeological concerns that may need to be addressed as part of a Historic Properties Survey Report.

HISTORIC ARCHITECTURAL SURVEY REPORT-MOU SHORT FORM

California Department of Transportation

I. Highway Project Description

District	County	Route	Post Miles	EA	Charge Unit
07	LA	I-5	26.7/39.4	121800 & 121900	07168

II. Study Findings

The properties listed below were found to qualify for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings," as updated in the "Interim Post-1945 MOU Guidelines," of July 7, 1997. They do not appear to be eligible for inclusion in the National Register of Historic Places because they are:

Post-1945 ☒

Moved ☐

Substantially altered ☐

III. Property Addresses

APN	Address	Year Built
2449-037-011	N. Front Street Burbank, CA	1966-1968
2453-026-021	S. Bonnywood Place Burbank, CA	1982
	Burbank Electrical Maintenance Station Flower Street and W. Providencia Avenue Burbank, CA	1960

IV. Field Methodology

Researcher:



Date:

February 11, 2000

The properties in the study area for this project were reviewed

in the field ☐

from photographs ☒

by the architectural historian named above who is specified in the MOU as being qualified to make the required determination.

- V. Sources Consulted
National Register of Historic Places, updates to September 8, 1993, et al. [x]
SHPO concurrence DOE database []
California Inventory of Historic Resources, updates to November 29, 1990 [x]
California Historic Landmarks, updates to 1993 [x]
California Points of Historical Interest, updates to 1992 [x]
Other: Los Angeles County Assessor's Office
- VI. Results of Research
All buildings in the Area of Potential Effect were constructed after 1954.
- VII. Remarks

This report is intended to satisfy the historical aspects of cultural studies and does not reflect prehistoric archaeological concerns that may need to be addressed as part of a Historic Properties Survey Report.
- VIII. Attached documentation
- A. Maps
Project Location [] Project Vicinity [] APE [X]
U.S.G.S. [] Quad: Date:
Sketch Map(s) []
- B. Photographs [] Date:
- C. Other

Memorandum

To: JINOUS SALEH - D7
Senior Environmental Planner
Environmental Planning Branch

Date: June, 14 1999

File No.: 07-LA-05
PM 26.7/39.4
EA 121800 &
121900

From: DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAM - MS27


Subject: Environmental Assessment for HOV Lane Construction

Pursuant to your request of March 31, 1999, 18 buildings on the east side of Interstate 5 on Tonopah Avenue, Cranford Avenue, Wentworth Street, Cranford Street, and Branford Street were surveyed in the field in April 1999. Information provided by your office indicated that properties on Tonopah Avenue and Cranford Avenue were constructed in 1954, and information gathered at Headquarters verified that the buildings on Wentworth Street, Cranford Street, and Branford Street were built sometime after 1963. Since the properties in both areas are not 50 years old, they do not have to be formally evaluated and can be treated in accordance with the Interim Guidelines to the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1950 Buildings, Moved Pre-1950 Buildings and Altered Pre-1950 Buildings."

Attached is a copy of the "Historic Architectural Survey Report - MOU Short Form" treating the eighteen buildings discussed above. This will document the review of these structures for the environmental compliance process and should accompany the other environmental documents for this project.

This short form is intended to satisfy the historical aspects of cultural studies and does not reflect prehistoric archaeological concerns that may need to be addressed as a part of a Historic Properties Survey Report.

Please let us know within 10 days of receipt of this report if you think any changes are needed. The document will be considered to be in draft form until that time period has passed, unless you approve it earlier. If you have any questions please call Frank Lortie at CALNET 8-453-0716.


SHEILA MONE, Chief
Cultural Studies Office

Attachment

NEGATIVE ARCHAEOLOGICAL SURVEY REPORT

DPD-EP-25 (Rev 2/83)

I. HIGHWAY PROJECT DESCRIPTION

DISTRICT - COUNTY - ROUTE - POST MILE -CHARGE UNIT- EXPENDITURE AUTHORIZATION
07 - LA - 5 - 26.7/39.4 - 07-173 - 121800 + 121900

DESCRIPTION:

It is proposed to add High Occupancy vehicle lanes in the center median of Route 5 from the 5/134 Interchange to the Route 5/118 Interchange. While most of the work is within state-owned right-of-way, some widening outside the right-of-way will occur on the northbound side of Route 5 between Lankershim Boulevard and Osborne Street in the City of Los Angeles.

II. STUDY FINDINGS

No prehistoric or historic archaeological sites were located within the project area. Should cultural materials be uncovered during construction, it is Caltrans policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans archaeologist (Environmental Handbook, Volume 2, Chapter 7, Section 7-8). Should project plans change to include unsurveyed areas, additional archaeological reconnaissance will be required.

III. INTRODUCTION

NAME(S) OF SURVEYOR(S)	QUALIFICATIONS	DATES OF FIELD WORK
Gary Iverson	B.A. Anthropology 7 + years experience in California archaeology	Non-continuous dates from March 2 to 15, 1999 (total of 5 days of field survey)

PRESENT ENVIRONMENT

The project lies within an highly urbanized area which contains no natural vegetation, and only minimal land features that were present before the construction on Route 5 remain (Figure 1).

ETHNOGRAPHY

The project is located in the ethnographic and historic territory which is traditionally identified as being inhabited by the Gabrielino/Tongva. (see Krober; and Bean and Smith).

IV. SOURCES CONSULTED

NATIONAL REGISTER OF HISTORIC PLACES - 1979, 1989, et al.

CALIFORNIA INVENTORY OF HISTORIC RESOURCES - 1976

CALIFORNIA HISTORICAL LANDMARKS - 1992 (update 1993)

ARCHAEOLOGICAL SITE RECORDS - 01/11/99 (South Central Coastal Regional Information Center, University of California, Los Angeles)

OTHER -

RESULTS: The South Central Coastal Regional Information Center at UCLA record search found that no previously known archaeological sites are recorded in the project Area of Potential Effect

V. FIELD METHODS

Survey methodology included a windshield survey of most of the area, with walkover survey of areas in areas that contain landscaped vegetation and areas outside the state-owned right-of-way. See Area of Potential Effect (APE) maps (pages 1 to 5) for area studied.

VI. REMARKS

None

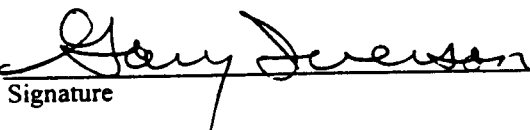
VII. CERTIFICATION

Gary Iverson

Caltrans, District 7, Staff Archaeologist

Preparer

Title



Signature

3/15/99

Date

VIII. MAPS

DISTRICT LOCATION / USGS / Burbank, California 1966 (Photorevised 1972) and Van Nuys, California 1966 (Photorevised 1972), and San Fernando, California 1966 (Photorevised 1988).
Quadrangle Names

IX. PHOTOGRAPHS

Yes (☐) No (☒) Attached (Optional)

X. BIBLIOGRAPHY

Krober, Alfred L.

1925 Handbook of the Indians of California. Smithsonian Institution, Bureau of American Ethnology
Bulletin 78. Washington D.C.

Bean, Lowell John and Charles R. Smith

1978 Gabrielino. In: Handbook of North American Indians Volume 8: California. Edited by
R.F. Heizer, Smithsonian Institution, Washington, D.C.

Memorandum

To: Garrett Damrath, Environmental Planner
District 7, Office of Environmental Planning

Date: January 5, 2000

File No.: 07-LA-5-PM 26.7/39.4
HOV lane addition from
134 Interchange to 118
Interchange
EA 121800+121900

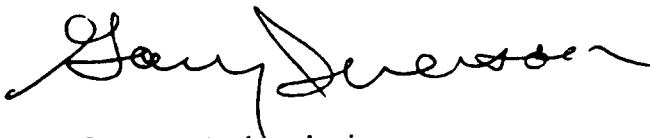
From: **DEPARTMENT OF TRANSPORTATION**
Gary Iverson, District 7 Archaeologist
Office of Environmental Planning

Subject: Second Archaeological Review of Proposed Project

A Second Archaeological Review was conducted for the above referenced project. The result of this Archaeological Review lead to the **finding that no known archaeological site(s) exist directly within the Area of Potential Effect for this project.** This finding is based on information previously collected at the Regional Information Center at UCLA, a Negative Archaeological Survey Report (NASR) prepared on March 15, 1999 for this project (the study area in this NASR encompasses the project change area), and a search through other records in the office.

If during project construction cultural materials appear, work will stop in the immediate area. The District 7 Archaeologist will be notified upon such discovery, and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist.

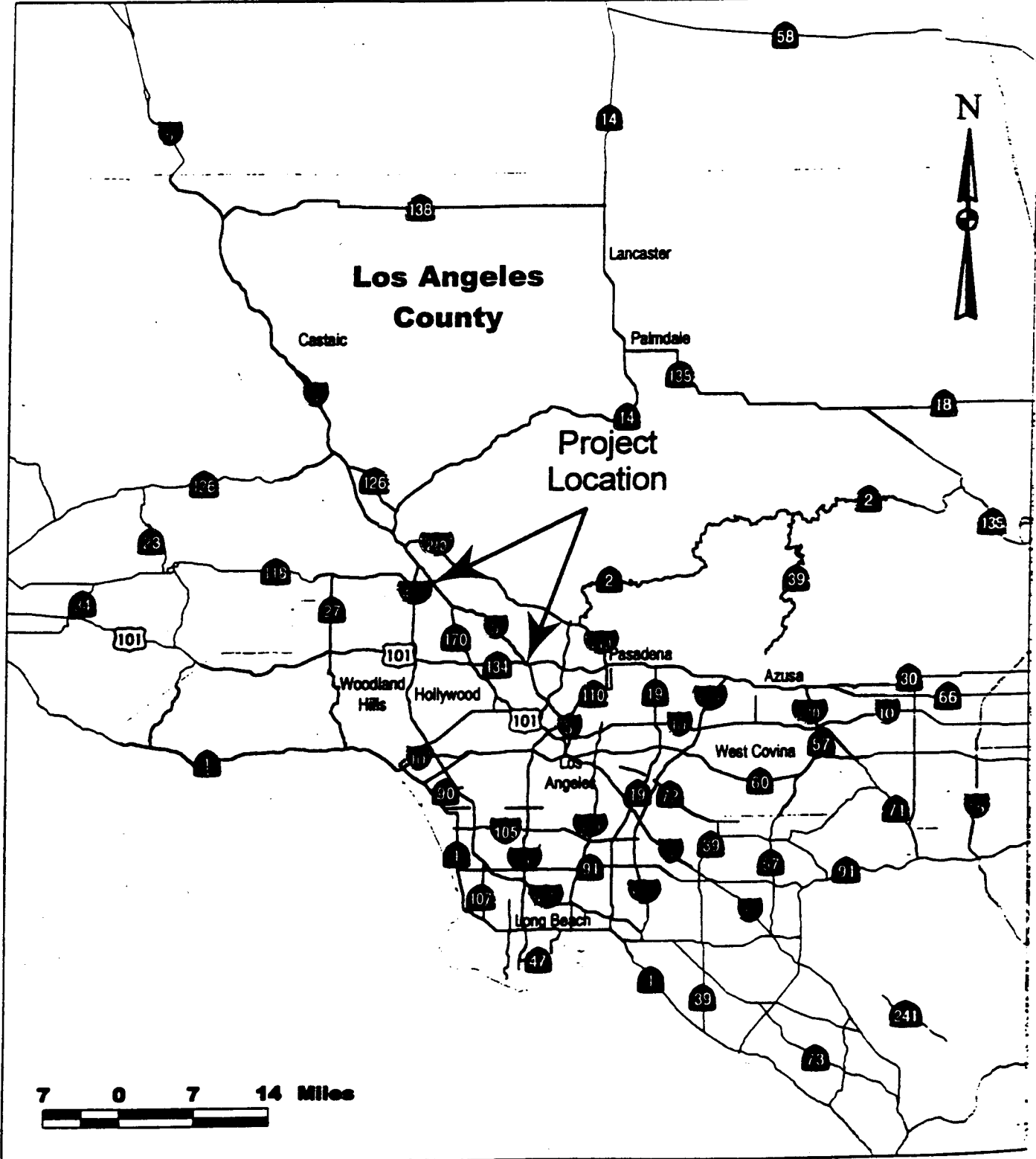
If the project strategies change again or the Area of Potential Effect is again altered, the changes will need to be reviewed again for potential impacts to cultural resources before construction can start. Please contact me if you have any further questions at (213) 897-3818.

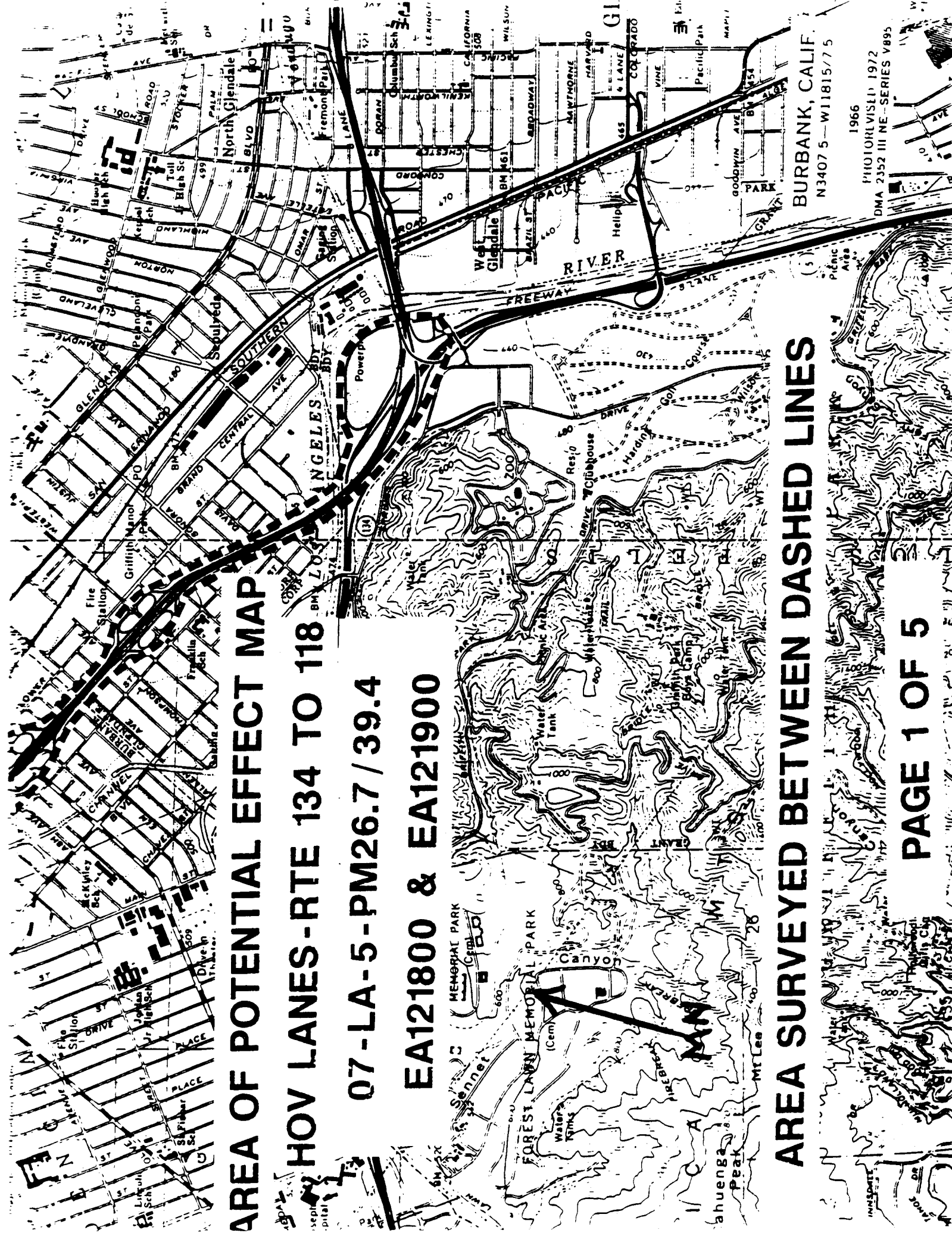


Gary Iverson, Archaeologist
Office of Environmental Planning

RTE 5 HOV LANES-RTE 134 TO RTE 118 EA121800 & EA121900

Regional Location Map





AREA OF POTENTIAL EFFECT MAP

HOV LANES - RTE 134 TO 118

07-LA-5-PM26.7 / 39.4

EA121800 & EA121900

AREA SURVEYED BETWEEN DASHED LINES

PAGE 1 OF 5

BURBANK, CALIF.

N3407 5-W11815/7 5

1966

PHOTOGRAPHIC 1972

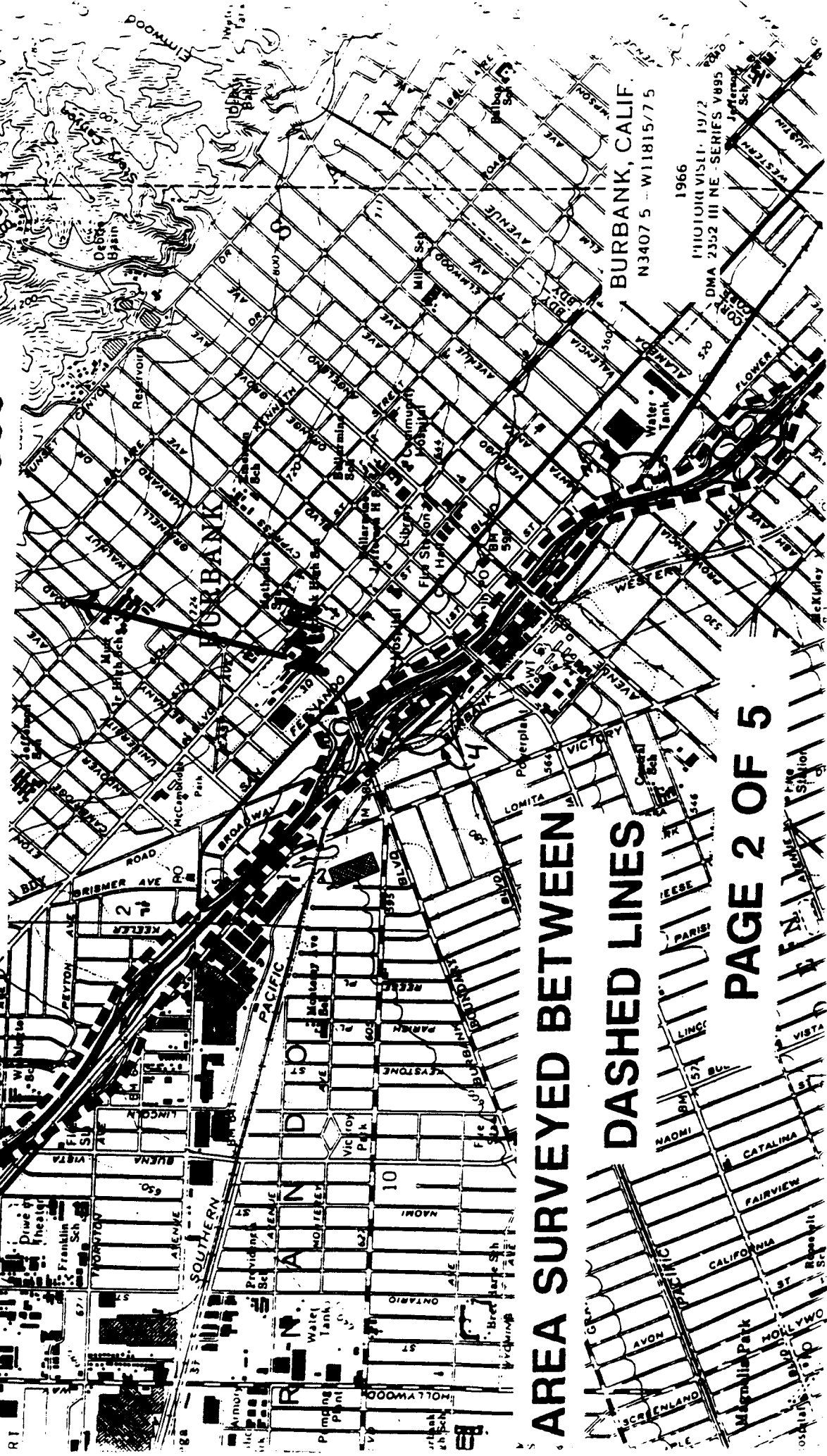
DMA 2352 III NE - SERIES V895

AREA OF POTENTIAL EFFECT MAP

HOV LANES-RTE 134 TO 118

07-LA-5-PM26.7 / 39.4

EA121800 & EA121900



AREA SURVEYED BETWEEN

DASHED LINES

PAGE 2 OF 5

BURBANK, CALIF.
N34075 - W11815/75

1966

PHOTOGRAPHIC - 1972

DMA 2352 III NE - SERIES V895

Jefferson Sch

AREA OF POTENTIAL EFFECT MAP

HOV LANES-RTE 134 TO 118

07-LA-5-PM26.7 / 39.4

EA121800 & EA121900

AREA SURVEYED BETWEEN DASHED LINES

PAGE 3 OF 5

BURBANK, CALIF.
N34075 W11815/75

1966

PHOTOGRAPHED: 1972

MAPDMA 2552 III NE SERIES V895

Water
Riparian

(SAN BERNANDO)

AREA OF POTENTIAL EFFECT MAP

HOV LANES-RTE 134 TO 118

07-LA-5-PM26.7/39.4

EA121800 & EA121900



AREA SURVEYED BETWEEN DASHED LINES

PAGE 4 OF 5

1966

PICTOREVISED 1972

AMS 2352 III NW-SERIES V895

VAN NUYS, CALIF.
N3407 5 - W11822 5/7 5

PAGE 4 OF 5

PAGE 4 OF 5

AREA OF POTENTIAL EFFECT MAP

HOV LANES-RTE 134 TO 118

07-LA-5-PM26.7 / 39.4

EA121800 & EA121900

AREA SURVEYED BETWEEN DASHED LINES

PAGE 5 OF 5

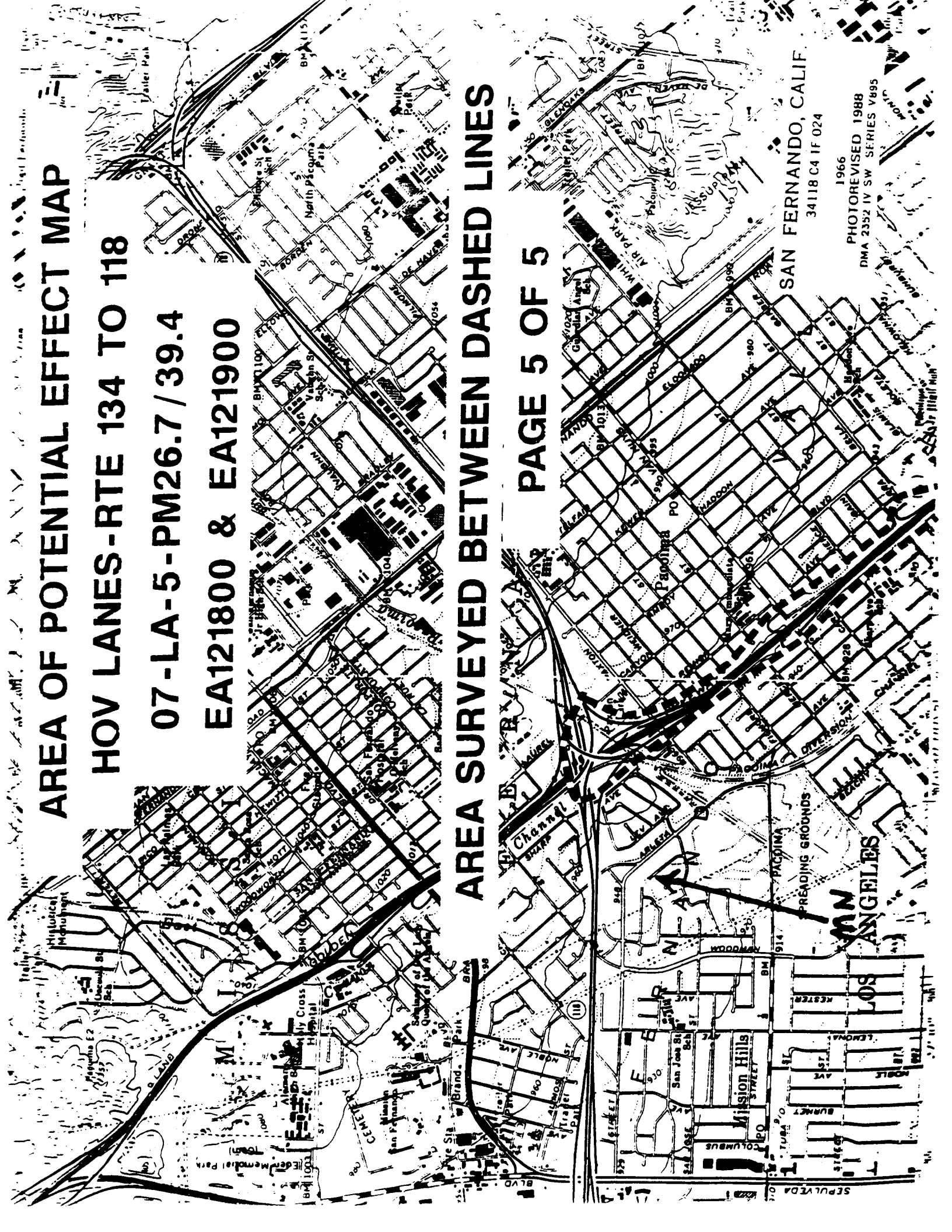
SAN FERNANDO, CALIF.

34118 C4 IF 024

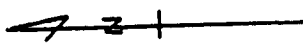
1966

PHOTOREVISED 1988

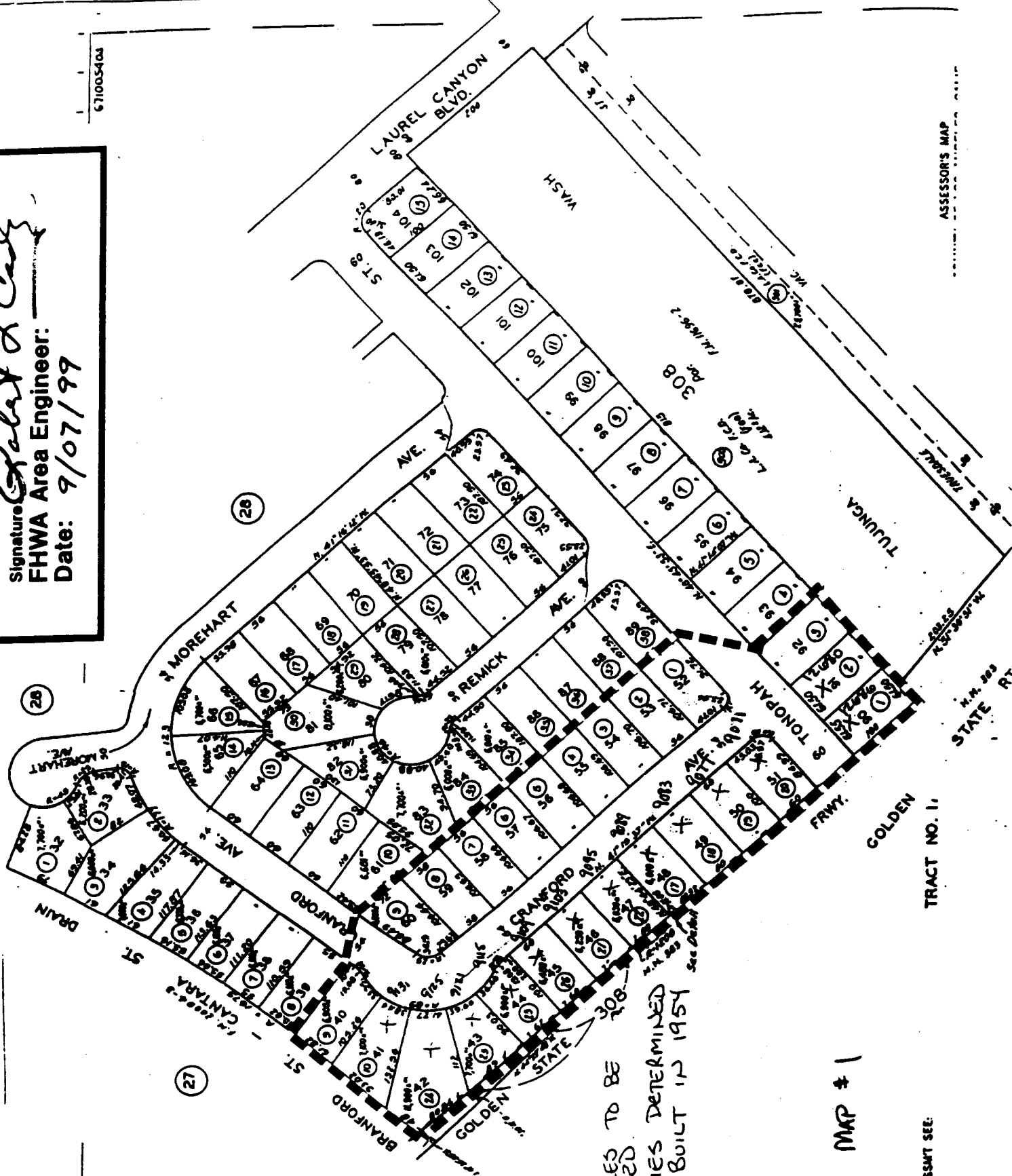
DMA 2352 IV SW SERIES V895



2629 30
SCALE 1" = 100'



Signature *Robert J. Kelly*
FHWA Area Engineer:
Date: 9/07/99



X PROPERTIES TO BE
ACQUIRED
- PROPERTIES DETERMINED
TO BE BUILT IN 1954

CODE 13 MAP # 1

FOR PREL ASSUMT SEE:
2629-030, 21

ASSESSOR'S MAP

2453 26

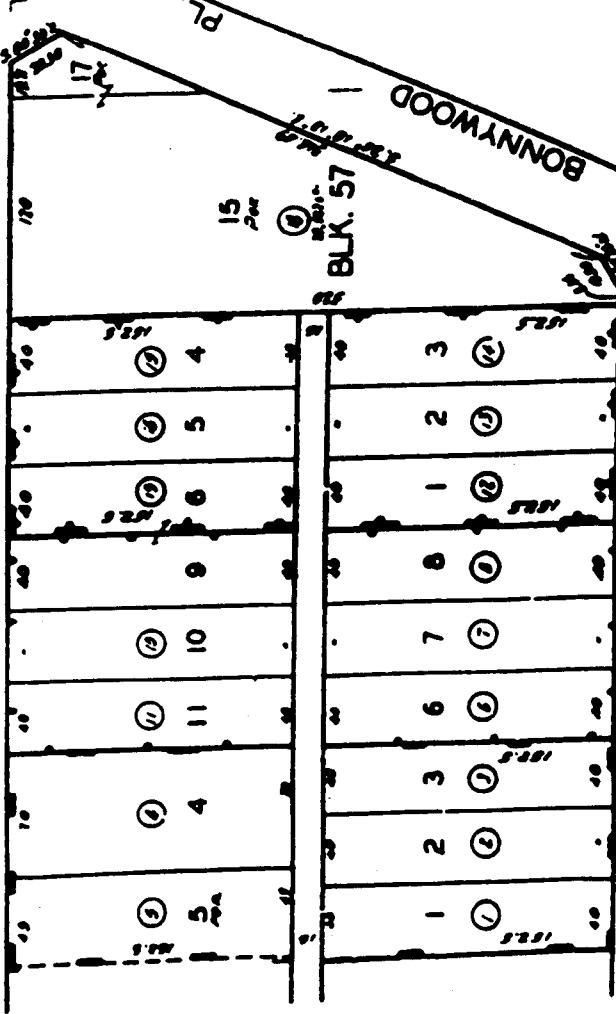
SCALE 1" = 60'

PROVIDENCIA

HWY 10 11 15 17 18 5102

AVE. 8

24812



FRWY

-Property to be partially acquired

MAP # 3

SANTA ANITA AVE.

TRACT NO. 5080
M.B. 56-3

TRACT NO. 5338
TOWN OF BURBANK

M.B. 56-90

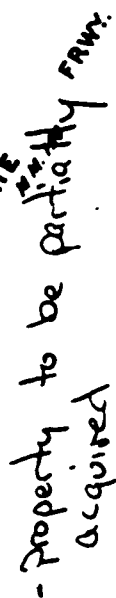
M.R. 17-19-22

CODE 2530

Signature	<i>[Signature]</i>
FHWA Area Engineer	
Date:	02/09/00

44-150.

49



RANCHO SAN RAFAEL

P. 3-222-223

D.C.C. 1621

1930

**SUBDIVISION OF RANCHO PROVIDENCIA
AND SCOTT TRACT**

M.R. 43-47-59

Signature

FHWA Area Engineer

Date:

02/09/00

0652
3003

FOR THE UNITED STATES DEPARTMENT OF JUSTICE

[illegible]

APPENDIX F

STATE HISTORICAL PRESERVATION OFFICER CONCURRENCE LETTER

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-8624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



July 5, 2000

Reply To: FHWA000614D

Michael G. Ritchie, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
California Division
980 Ninth Street, Suite 400
Sacramento, CA 95814-2724

Re: Determinations of Eligibility and Effect for the I-5 HOV Lane Improvement from Route 134 to Route 118 in the cities of Burbank, Glendale, and Los Angeles, CA

Dear Mr. Ritchie:

You have provided me with the results of your efforts to determine whether the project described above may affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

The Federal Highway Administration (FHWA) has determined that there are no archeological sites within the Area of Potential Effect (APE). Twenty-one properties were treated under the 1989 Memorandum of Understanding (MOU) Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings and Altered Pre-1945 buildings, Updated in the Interim Post-1945 Guidelines of July 7, 1997. FHWA has also determined that no historic properties will be affected by this undertaking.

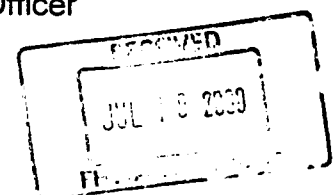
Based on review of the submitted documentation, I have the following comments:

- 1) The project's area of potential effect (APE) is defined appropriately.
- 2) The cultural resource studies conducted to date are adequate.
- 3) None of the properties within the project's APE are eligible for the NRHP.
- 4) No historic properties will be affected by this project.

Thank you for considering historic properties during project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631 or e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer



APPENDIX G

TITLE VI STATEMENT



DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608

July 26, 2000

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads 'Jeff Morales'.

JEFF MORALES
Director

APPENDIX H

RESIDENTIAL & COMMERCIAL PROPERTY ACQUISITIONS

Table H-1: Residential Acquisitions					
Location	APN	Acquisition	Property Address	Land Use	Property Description
Northbound side of Interstate 5 at SR-170 Interchange Route 170 to I18 Alternative 3	2629-029-020	Full	9071 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1275 sf 1954; tenant occ
	2629-029-019	Full	9077 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1264 sf 1954; owner occ
	2629-029-018	Full	9083 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1261 sf 1954; tenant occ
	2629-029-017	Full	9089 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1264 sf 1954; owner occ
	2629-029-022	Full	9095 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1264 sf 1954; tenant occ
	2629-029-021	Full	9103 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1657 sf 1954; owner occ
	2629-029-026	Full	9109 Cranford Ave Pacoima	SFR	5 bed/3 ba; 2162 sf 1954; owner occ
	2629-029-023	Full	9115 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1261 sf 1954; owner occ
	2629-029-025	Full	9121 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1222 sf 1954; owner occ
	2629-029-024	Full	9125 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1264 sf 1954; owner occ
	2629-029-010	Full	9131 Cranford Ave Pacoima	SFR	3 bed/2 ba; 1393 sf 1954; owner occ
	2629-031-002	Full	12680 Tonopah St Arleta	SFR	3 bed/2 ba; 1264 sf 1954; owner occ
	2629-031-001	Full	12686 Tonopah St Arleta	SFR	3 bed/2 ba; 1264 sf 1954; owner occ

Table H-2: Business Acquisitions

Location	APN	Acquisition	Property Address	Land Use	Building Area/ Units Displaced	Business Name
Southeast Quadrant of Interstate 5 at Branford St. Interchange Route 170 to 118 Alternative 3	2629-027-011	Partial*	12990 Branford St. Pacoima	Business Park	89,288 sqft/16 Units	Golden State Business park Pacoima
			Unit A	Commercial		Pink Horses & Cows
			Unit B			Crystal Aerospace Engineering, Inc.
			Unit C	Light Industry		MND Engineering
			Unit D	Commercial		Michael Esgate Co.
			Unit E	Light Industry		Wilson Engineering
			Unit F	Commercial		Studio 12990
			Unit G	Light Industry		Singleton Fire Protection
			Unit H	Commercial		M & W Sprint
			Unit I	Commercial		Juicy
			Unit J	Commercial		Armina
			Unit K	Commercial		Rosies Cushions
			Unit L	Commercial		Cell
			Unit M	Commercial		Dean Security
			Unit N	Light Industry		Custom Designs
			Unit O	Commercial		Jessica's Fashions
			Unit P	Commercial		California Ent. Inc.
	2629-027-010	Full	9243 Cranford Ave., Pacoima	Light Industry	27,420 sqft/1 Unit	Natural Oils Int'l Flexible Alternatives, Inc.
	2629-020-009	Full	9215 Cranford Ave., Pacoima	Light Industry	24,970 sqft/2 Units	Lloyd Design Corp. Lloyd Mats
	2629-027-008	Full	9201 Cranford Ave., Pacoima	Light Industry	13,920 sqft/1 Unit	Industrial Business
	2629-027-006	Full	12800 Wentworth St., Pacoima	Light Industry	68,530 sqft/1-Unit	AN's Distribution Corporation

Table H-2: Business Acquisitions						
Location	APN	Acquisition	Property Address	Land Use	Building Area/ Units Displaced	Business Name
Northbound side of I-5 @ Providencia overhead	2453-026-021	Full	599 S. Bonnywood Place Burbank	Light Industry		Peterson Machinery Inc.
Route 134 to 170 Alternative 2, 2A, 3 & 3A	2453-042-?	Partial		Transportation		Caltrans Electrical Maintenance Yard

* Note: Some of the businesses located in the Golden State Business Park will be subject to displacement. The exact number of dislocations will be determined during the PS&E stage of design.

APPENDIX I

COMMENTS RECEIVED DURING SCOPING

Ronald J. Kosinski Chief
Environmental Planning Board.

Dear Mr Kosinski,

I wish to make several suggestions
regarding the HOV on Route 50

1. Make access to HOV lanes more frequent.
2. Have HOV lanes open to all traffic nights + days except during peak hours.

If you will check the Semi 4 40⁰⁰ HOV lanes during nonpeak hours they have little if any vehicular traffic which wastes the lanes.

I have watched commuters enter the HOV lanes & enter them across the double yellow lines as they are locked in them for an excessive distance. My husband & I get on a road to the college but cannot use the lane as it has a double yellow line. Northridge is the main artery to C S U N so general traffic for the College. The access here is at Devonshire. Sincerely,

Margaret Walsh

Please add me to
your list on the
proposed interconnect
on Interstate 5 between
Route 134 x Route 118.



February 26, 1998

Ronald J. Kosinski, Chief
Environmental Planning Branch
CALTRANS, District 7
120 South Spring Street
Los Angeles, California 90012-3606

Chief Kosinski,

I am writing to express my support for development of an HOV lane on the stretch of Interstate 5 between Route 134 and at least Route 118 if not further to the North. I've been commuting to work on this route for nearly a decade now and I believe the volume of traffic certainly justifies such action to help alleviate some congestion now and in the near future. With enormous new residential developments already approved by the County of Los Angeles in the vicinity of the City of Santa Clarita, traffic will most assuredly reach unbearable levels unless preparations are made now to accommodate the growth. I applaud your efforts and urge the addition of HOV lanes as soon as possible. At the present time I travel in a 4-person carpool and feel very confident my co-workers would echo my opinion on this matter. I am pleased with the success of HOV lanes elsewhere in Los Angeles and Orange Counties and trust we will continue to take positive steps toward solutions to our overcrowded highways.

Sincerely,



John Davidson
25809 Rana Drive
Santa Clarita, California 91355-2425

1-5-98

Fred A. Bender
5328 Goodland Avenue
North Hollywood, California 91607
(818) 761-9130

Wednesday, Jan. 28, 1998

Dear Mr. Kosinski,

Though it may not be in your district, we endured a harrowing south-bound trip through Sepulveda Pass yesterday morning that gave us pause about where we are going with ^{our} ~~a~~ transportation system. Our afternoon trip home, incidentally, again forced us onto an alternate route.

Thirty-six years ago, before there was a "405", I negotiated the Pass daily on my commute from Van Nuys to the Hughes plant in Culver City. We seem to be back to square one, only worse!

What we are seeing is what demographers and sociologists ~~HAVE~~ been warning us about for years, ~~about~~ the population explosion. When we factor in affluence that spawns more and bigger vehicles, it's small wonder that there isn't more "road rage."

The latest planning fiasco is the "Getty" and it goes much beyond the edifice on the hill. Below it are a number of new condos that fly in the face of good planning. Now, at the top of the Pass, there is another "traffic adder" being constructed: Milken High School. Unbelievable.

We are choking on people, cars, and "progress," and resort to "Band Aids." ^① Is there no stopping it?

Sincerely yours,



(An ex-motor enthusiast)

R
O
M

JOHN I. HUNGERFORD

5742 PENFIELD AVENUE
WOODLAND HILLS, CALIFORNIA 91367-6995
(818) 348-8044

☐ URGENT

☐ SECOND REQUEST

☐ REPLY REQUESTED

☐ FOR YOUR APPROVAL

☒ ACTION REQUIRED

T
O

Ronald J. Kosinski, Chief
Environmental Planning Branch
Caltrans, Dist. 7
120 S. Spring St.
Los Angeles, CA. 90012-3606

DATE

ATTENTION

2-1-98

SUBJECT

Rt. 5 HOV lanes

MESSAGE

Dear Mr. Kosinski:

1. Please have my name put on the mailing list.

2. This project must be merged with improved interchange enlargement improvements and flow patterns at the 118

SIGNED

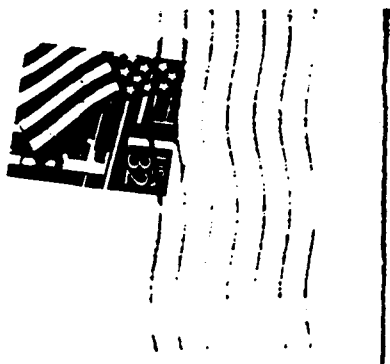
REPLY

Thank you,

[Signature]

SIGNED

DATE



U

Jerry F. Piro

8600 Robert Avenue, Sun Valley, California 91352 (818) 767-8677

February 6, 1998

Ronald J. Kosinski, Chief
Environmental Planning Branch
CALTRANS, DISTRICT 7
120 South Spring Street
Los Angeles, California 90012-3606

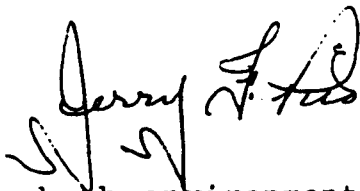
Dear Mr. Kosinski:

The Daily News reported on November 3, 1997 that a sound wall would be built on the north and south-bound lanes of the Golden State Freeway (I-5) from the Ventura Freeway to South of Sunland Blvd. The North or East side of the freeway between Sundland Blvd. and Penrose Street offramps needs a sound wall, trees, and vegetation not only for the noise but also to conceal the ugly heavy construction equipment there.

Now I see your notice in the L.A. Times, on January 28, 1998, that you're going to widen the Golden State Freeway from the Ventura Freeway to the Simi Valley Freeway one lane in each direction. This is a good time for my request to install a sound wall, trees, and vegetation to block the noise and pollution.

Sincerely,

Jerry F. Piro



P.S. It would be both environmentally and financially beneficial to control planning and zoning laws at all levels of government. The need for bigger freeways, drainage, water, etc., etc. all comes from overpopulating southern California!

11/2/97
P

February 2, 1998

Ronald J. Kosinski, Chief
Environmental Planning Branch
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012-3606

Dear Mr. Kosinski,

I would like to be included in the proposed I-5 HOV lane project mailing list.

Sincerely,



Ralph Herman
730 S. Griffith Park Drive
Burbank, CA 91506-3004

1-78
Dear CalTrans:

-5/118 HOV Lanes:

I worry about traffic pile ups in the area & lack of sufficient
roadspace & detours for Traffic.

Whole sections of Burbank will need Wider signage for detours
on this project & can impact local traffic alone.

The HOV lanes should then head West on 118 to Simi Valley.

ALL Buses must use HOV.

I urge removal of whole buildings IF any in right of way
to remove blight on route IF bldg is dated & unused.

Clear signs should estd access to the Airport.

While building the HOV, can CalTrans improve I5 overall since
the freeway is pocked by potholes & is uneven thus more wear
& tear on cars & tires alone for drivers, in effect Smooth

out I5 N/S on HOV run, or sections that need smoothing over.

I5 near the Mall is very bad and in Decay, unless Minor retrofit
is done, I urge doing 2 jobs at same time to save \$.

Work should be done at PM hours.

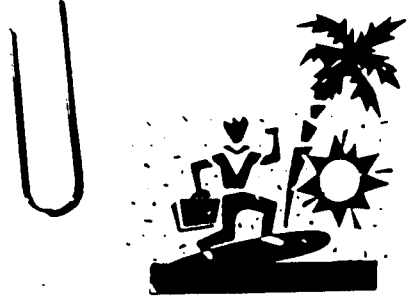
Sensors & arrays can be setup to tie section into LA Freeway
Control system even more.

Off ramps can be widened & quake proofed IF needbe.

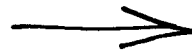
Truck routes rerouted to companies for plani planning too.

Sincerly,


Steve Russell



PLEASE ADD MY
NAME TO YOUR MAILING
LIST, REGARDING THE
INFORMATION ON THE
H.D.V. LANES ON I-5,
BETWEEN ROUTE 134 AND
ROUTE 118. THANK YOU



STEVE D. MILLER
824 Stephen Road
Burbank, CA 91504



Printed on Recycled Paper

STEVE D. MILLE
824 Stephen Roac
Burbank, CA 9150



Suzy Andrews
601 Tufts Ave.
Burbank, CA 91504

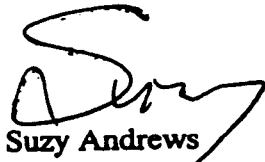
January 28, 1998

Mr. Ronald J. Kosinski
Chief
Environmental Planning Branch
CALTRANS, DISTRICT 7
120 South Spring Street
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

Your proposed high occupancy vehicle lane on Route 5 between Route 134 and Route 118 sounds like a good idea. But, the true need is a West bound ramp from the 5 to the 134 and a North bound ramp from the 134 to the 5. This would alleviate the congestion of cars on the streets of Burbank looking for these routes.

I would love to hear your thoughts on this idea and your proposal.



Suzy Andrews

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-8364

DISTRICT OFFICE
109 E. HARVARD STREET, SUITE 305
GLENDALE, CA 91205
(818) 240-6330

300 E. OLIVE AVENUE, SUITE 102
BURBANK, CA 91502
(818) 295-3880

Assembly California Legislature

SCOTT WILDMAN
ASSEMBLYMEMBER, FORTY-THIRD DISTRICT

CHAIR:
JOINT LEGISLATIVE
AUDIT COMMITTEE

COMMITTEES:
CONSUMER PROTECTION
GOVERNMENTAL EFFICIENCY AND
ECONOMIC DEVELOPMENT
EDUCATION
HEALTH
PUBLIC EMPLOYEES, RETIREMENT
AND SOCIAL SECURITY

SELECT COMMITTEE ON
SCHOOL SAFETY

December 22, 1997

Mr. Tony Harris, Director
Department of Transportation
District 7
120 South Spring Street
Los Angeles, CA 90012

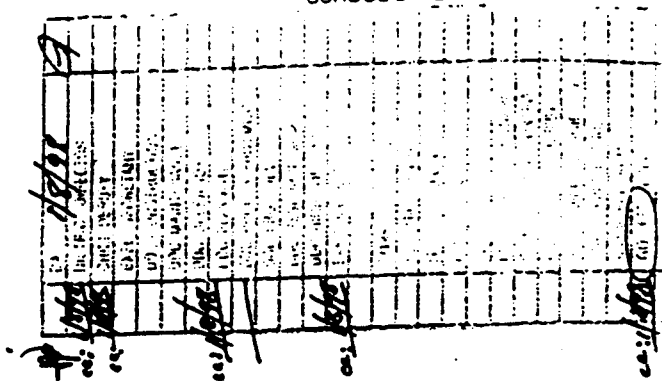
Dear Tony,

I received your letter, dated December 15, 1997, regarding the initiation of formal studies for improvements of a portion of Interstate 5 between Route 134 and Route 118. As this section of the freeway cuts through the center of the 43rd Assembly District, I would like to draw your attention to several issues of particular importance regarding any proposed improvements.

If a High Occupancy Vehicle (HOV) lane is added to Interstate 5, it is critical that the requisite soundwalls be added, also. In addition to the calls of dozens of frustrated residents who live adjacent to the 5 Freeway (in areas from Western Avenue in the south to Penrose in Sun Valley), and whose quality of life is severely impacted by freeway noise, there is also a unique situation on the west side of the 5 just north of Alameda.

Elmwood Avenue is the site of a major community improvement program of the City of Burbank. The street has had a history of gang violence and has always topped the list of city locations for police activity. To address this problem, the City has spent millions of dollars rehabilitating several apartment buildings and landscaping the entire cul-de-sac. In addition, they created The Elmwood Achievement Center, an exceptional program for the children who live in this section of town. My office has had an active involvement with the Achievement Center throughout the year. Furthermore, in 1998, Habitat for Humanity will be building several structures on Elmwood Avenue.

One of the key issues in maintaining the quality of life, and indeed the safety of the Elmwood residents, is a soundwall. Beyond just the incessant traffic noise (As you know, Interstate 5 has particularly heavy truck usage), in the past, shootings have occurred in the cul-de-sac with the perpetrators easily escaping to the freeway. I would hope that any improvements along this stretch of freeway would include a full complement of soundwalls.



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-8364

DISTRICT OFFICE
109 E. HARVARD STREET, SUITE 305
GLENDALE, CA 91205
(818) 240-6330

300 E. OLIVE AVENUE, SUITE 102
BURBANK, CA 91502
(818) 295-3880

Assembly California Legislature

SCOTT WILDMAN
ASSEMBLYMEMBER, FORTY-THIRD DISTRICT

CHAIR:
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GOVERNMENTAL EFFICIENCY AND
ECONOMIC DEVELOPMENT
EDUCATION
HEALTH
PUBLIC EMPLOYEES, RETIREMENT
AND SOCIAL SECURITY

SELECT COMMITTEE ON
SCHOOL SAFETY

The other issue of importance is, as you know, the connector between the southbound 5 and the westbound 134 (and vice versa). This is a critical component of this area's transportation needs and requires careful study and full integration with the needs of the cities of Burbank and Glendale. I am confident that the Department of Transportation will actively seek and thoughtfully consider the input of all concerned.

Again, Tony, thank you for initiating this outreach, and thank you for your assistance in the past. I wish you the best of holidays and a very happy New Year.

Sincerely,



Scott Wildman
Assemblymember
43rd District

SW:wh

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Altadena Area
2130 Windsor Avenue
Altadena, CA 91001
(626) 296-8100
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



January 5, 1998

File No.: 575.3787.10157

Mr. Ronald J. Kosinski, Chief
Office of Environmental Planning
Caltrans
120 S. Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am responding to your announcement letter regarding the planned improvements to a portion of Interstate 5 between SR 134 and SR 118 in Los Angeles County. While we are responsible for patrolling this portion of the freeway, we do not have existing facilities or plan development in the study area.

Please be advised that any future correspondence regarding improvements or projects to this portion of I-5 should be sent to the CHP Altadena Area at the address listed above, rather than the CHP West Valley office.

Sincerely,


R. C. CALDWELL, Captain
Commander

CITY OF

Glendale CALIFORNIA

633 East Broadway, Room 300, Glendale, CA 91206-4384

(818) 548-3960
FAX (818) 409-7027

January 16, 1998

Public Works
Division
TRAFFIC AND
TRANSPORTATION
SECTION

Mr. Ronald Kosinski, Chief
Office of Environmental Planning
Caltrans
120 S. Spring Street
Los Angeles, CA 90012

Re: 07-LA-5, PM 26.7/39.4
Route 134 to Route 118
Widening for HOV Lanes
EA 121800 and 121900

Dear Mr. Kosinski:


The City of Glendale is anticipating major growth in the I-5 corridor in Glendale specifically between the 134 Freeway and the northerly city limits. Please be advised that the city is currently studying the 134/San Fernando Road/Fairmont Avenue Interchange modification as part of PSR EA 07186-17870K currently in progress. We are additionally studying the I-5/Western Avenue interchange also as part of PSR EA 07186-17870K currently in progress. These interchange modifications are based on traffic projections for year 2010 using land use projections in the San Fernando Road Corridor area.

Any improvements in the I-5 corridor clearly need to consider the above studies and the following issues:

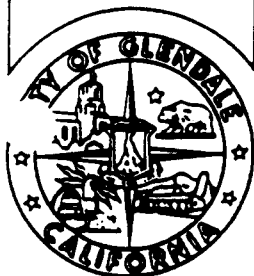
- Future overall growth in the Glendale and Burbank. Redevelopment areas along San Fernando Road.
- All interchanges modifications along I-5 in Glendale.
- The potential for a SB I-5 to WB 134 interchange connection.
- Future construction of the I-5/Western Avenue interchange (SB on-off)

The City of Glendale appreciates the opportunity to work with Caltrans on this important project for regional travel needs. Please coordinate your study with Mr. Jano Baghdanian, Traffic & Transportation Administrator for Glendale.

Sincerely,


Kerry L. Morford
Director of Public Works

cc: Jano Baghdanian, Traffic & Transportation Administrator
KLM:DM:ar



PRINTED ON RECYCLED PAPER



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

HARRY W. STONE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

March 4, 1998

IN REPLY PLEASE
REFER TO FILE: PD-5

Mr. Tony Harris, District Director
District 7, Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Attention Ronald J. Kosinski

Dear Mr. Harris:

INTERSTATE 5 BETWEEN ROUTE 134 AND ROUTE 118 INITIATION OF STUDY

We have received your letter requesting that we inform you of any facilities or plan development in the subject study area.

Within the project area, the Department of Public Works has regional flood control and storm drain facilities. For detailed plan information on existing facilities, your staff may visit the Department's Plan Room or contact them at (626) 458-7997. To coordinate the modification of these facilities, please contact Lance Grindle at (626) 458-3129.

Also, the Department has approved a planning study for a future storm drain along Osborne Street beneath Interstate 5.

Following is a list of projects in the study area that are either proposed or under construction:

Cash Contract 8294
Burbank Boulevard Over Lake Street and Union Pacific Railroad,
Et Al.
Bridge Seismic Retrofit - Thomas Guide page 533-F7
Status: Presently Under Construction

Cash Contract 6484
Olive Avenue Over Golden State Freeway and Southern Pacific
Railroad
Bridge Seismic Retrofit - Thomas Guide page 533-H7
Status: Advertising Pending


Mr. Tony Harris
March 4, 1998
Page 2

Cash Contract 8426
San Fernando Road Over Verdugo Wash
Bridge Seismic Retrofit - Thomas Guide page 564-C4
Status: This project was combined with the above-mentioned
Burbank Boulevard Over Lake Street project. The contractor
will start construction on this project some time after
April 15, 1998.

Thank you for the opportunity to comment on the study. If you have
any questions regarding our comments, please contact Ms. Debbie
Lehto at (626) 458-3962.

Very truly yours,

HARRY W. STONE
Director of Public Works



RONALD J. ORNEZ
Deputy Director

DL:mdc
P:\PDPUB\PUBLIC\SECTTRANS\CALTSRE.WPD

cc: Supervisor Zev Yaroslavsky
Supervisor Michael D. Antonovich

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA STREET, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX (213) 580-1188

January 15, 1998

Mr. Ronald Kasinski, Chief
Office of Environmental Planning
Caltrans
120 South Spring Street
Los Angeles, California 90012

Dear Mr. Kasinski:

INTERSTATE 5 BETWEEN ROUTE 134 AND ROUTE 118

This is in response to your letter dated December 15, 1997 informing us that Caltrans is initiating a study for adding High Occupancy Vehicle (HOV) lanes to the I-5 Freeway between Route 134 and Route 118.

From a telephone conversation with Barbara Pilolla of your staff, we learned that you are in the process of preparing a Project Report for this proposed project. Since the major portion of this reach of I-5 is within the City of Los Angeles, we request that you keep us informed regarding progress on the study, and that you allow us the opportunity to review, and, as appropriate, comment on the draft report. We will gladly provide any support that you may require.

265
P. Mgr.
K. M. W.

Please address future correspondence regarding this project to me:

Haripal Vir, Senior Transportation Engineer
Project Development Division
Department of Transportation
205 South Broadway, Suite 408
Los Angeles, California 90012

Thank you for informing us regarding this important traffic study.

Sincerely,

A handwritten signature in cursive script, appearing to read "Haripal Vir".

Haripal S. Vir
Senior Transportation Engineer

at:ivl24

c: Allyn Rifkin (w. encl.)
Irwin Chodash (w. encl.)



APPENDIX J

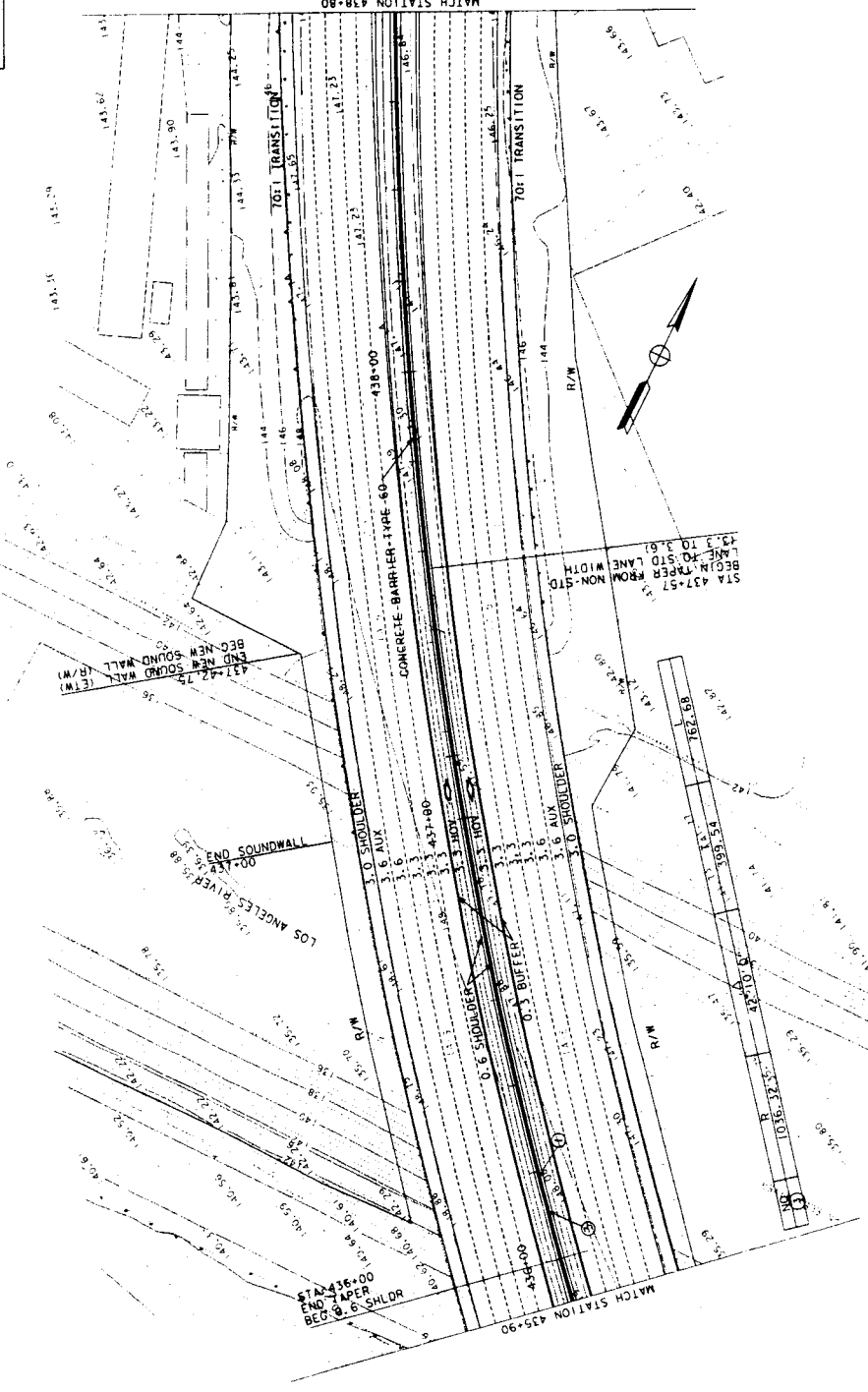
LAYOUTS FOR ROUTE 134 TO 170 ALTERNATIVE 2

NOTES:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



DIST	COUNTY	PROJECT	DATE	SCALE
07	LA	05	43.0/58.0	1:1000

REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
I hereby certify that the above is a true and correct copy of the original plans as filed in my office.



ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED

L-3
ALTERNATE 3
SCALE 1:1000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT ENGINEER

CHECKED BY
DATE REVISID

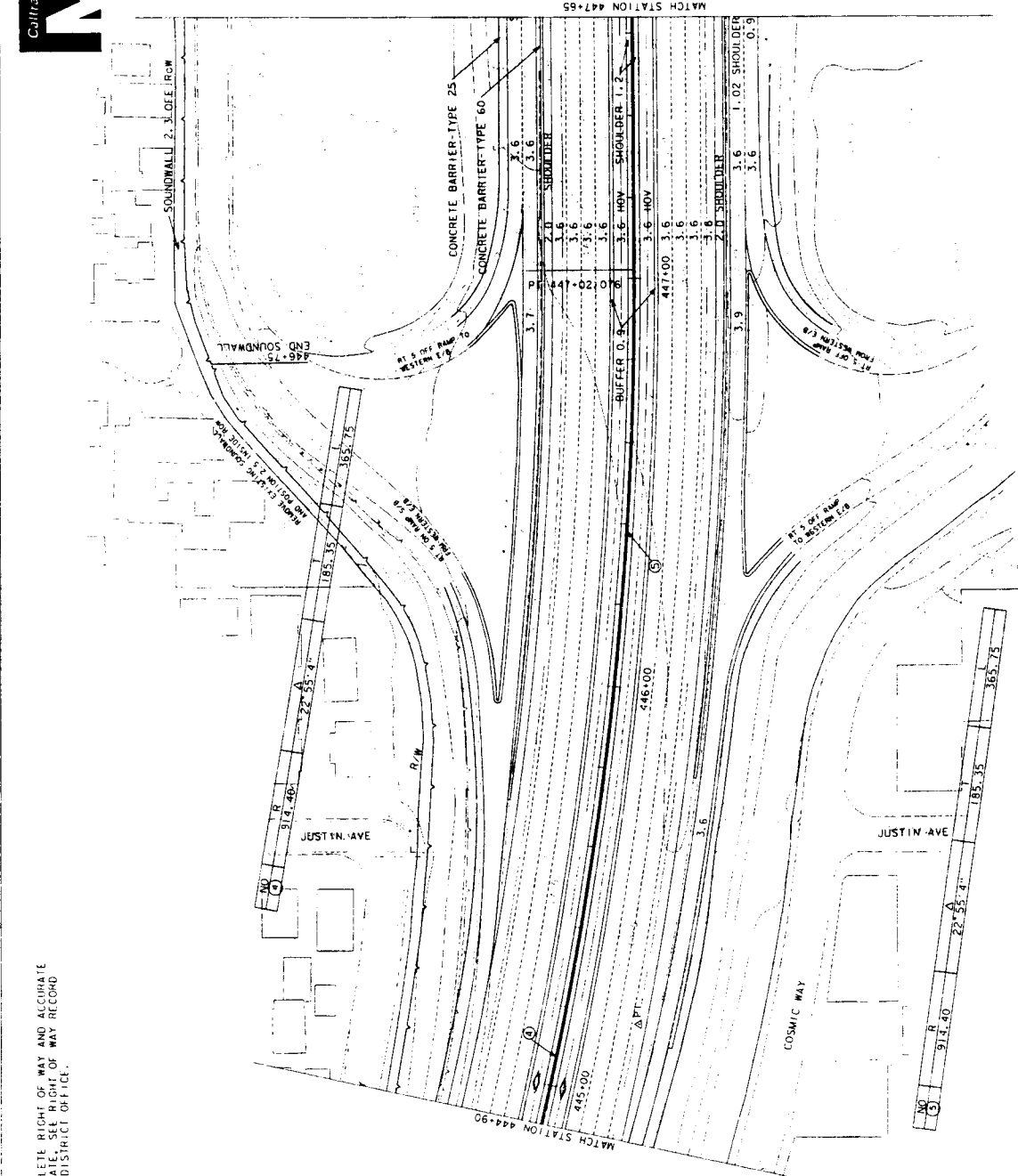
FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

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EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CALCULATED/DESIGNED BY		CHECKED BY		DATE REVISID	

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



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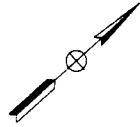
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS, SEE DISTRICT OFFICE
SCALE 1:5000

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L-6
ALTERNATE 3
SCALE 1:1000

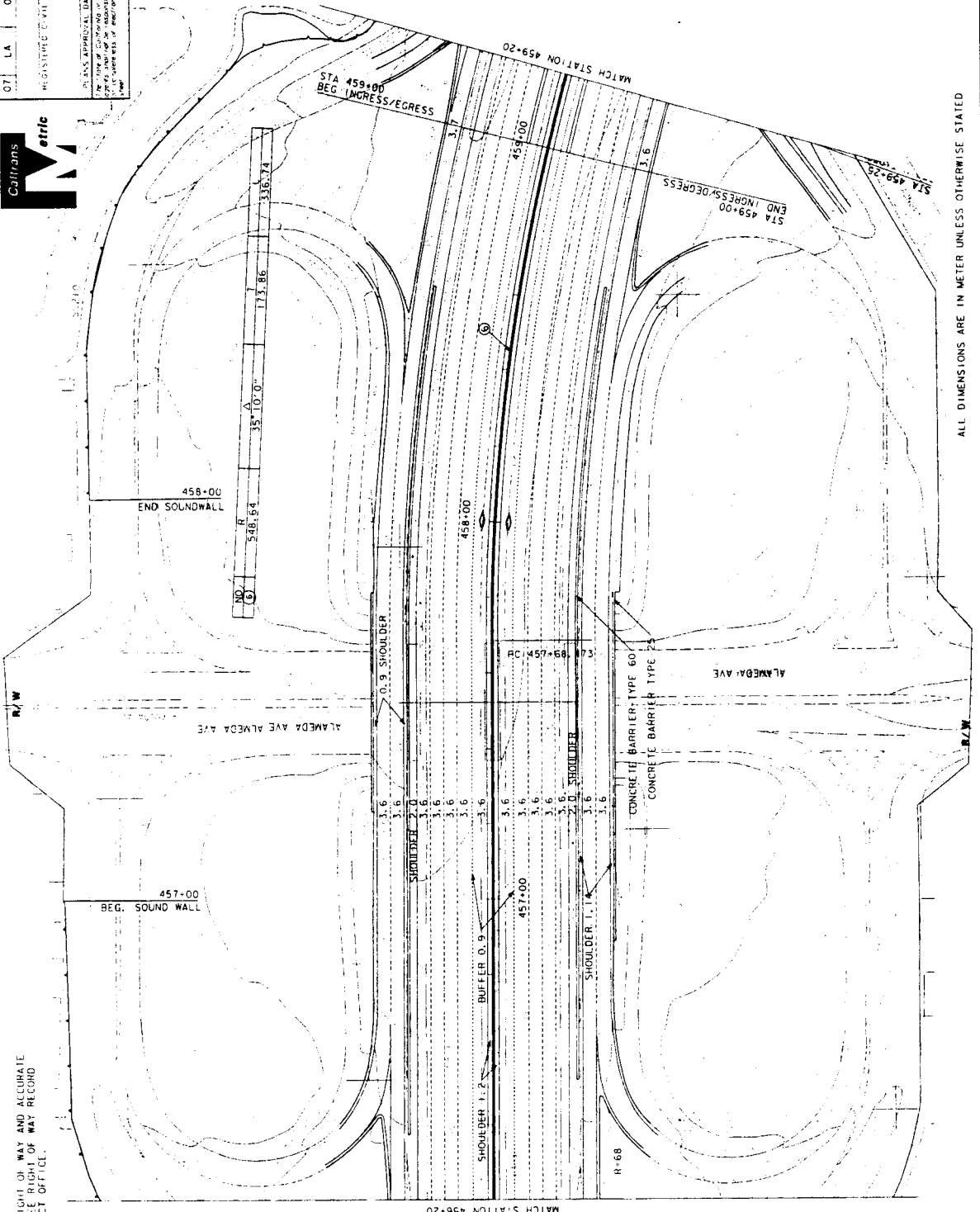


NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED BY	DATE	REVISOR BY	DATE	REVISOR
L-10		CHECKED BY	DATE	REVISOR	DATE	REVISOR



PROJECT NO.	LA 05	DATE	43.07.88.0	TOTAL SHEETS	10
REGISTERED CIVIL ENGINEER				NO.	10
EXPIRATION DATE				DATE	05/01/90
EXPIRATION DATE				DATE	05/01/90



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS
 L-10
 ALTERNATE 3
 SCALE 1:1000
 CU 00000
 EA 000000

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



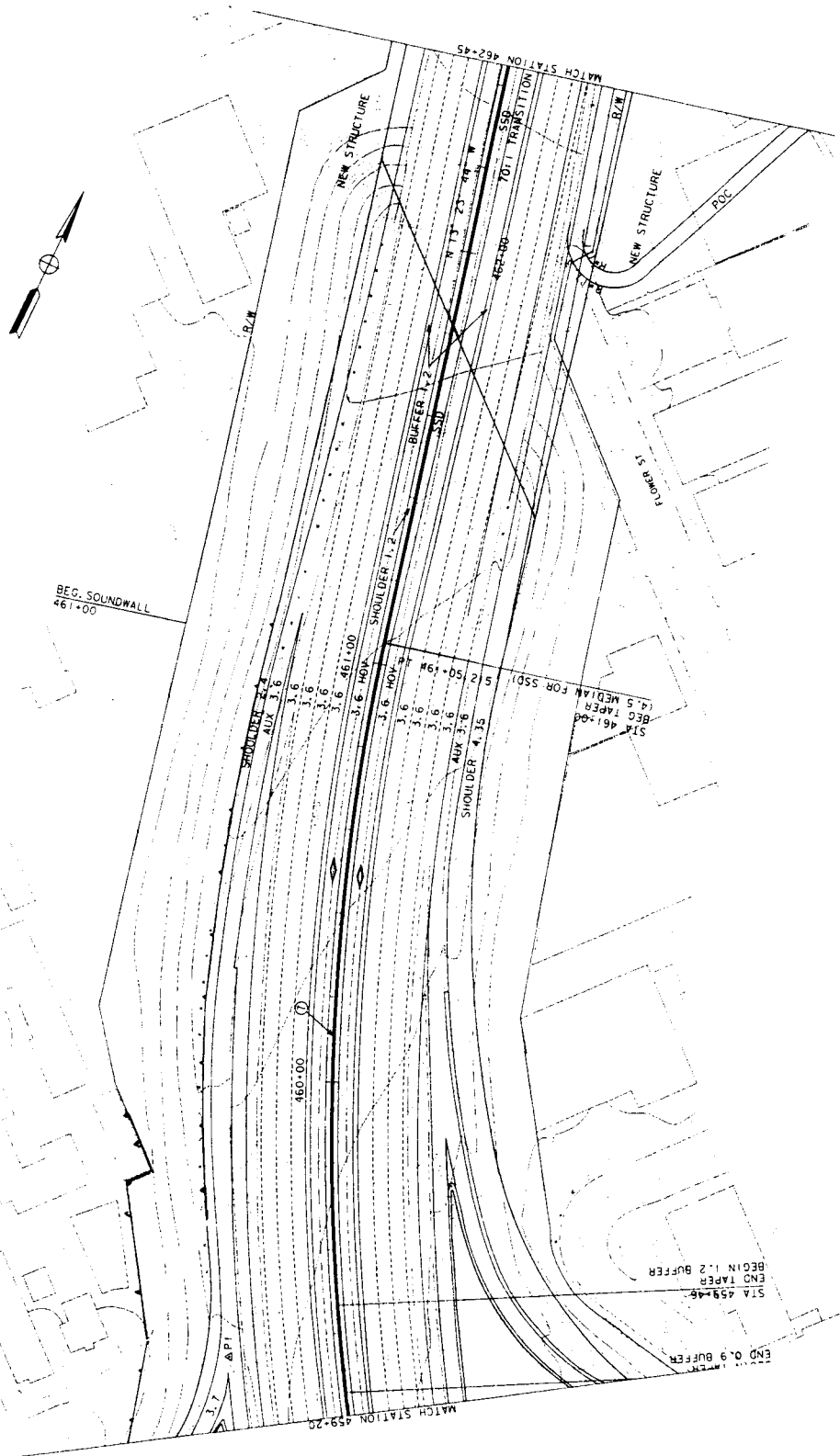
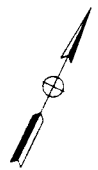
07	LA	5	43.0758.0	UNITED STATES OF AMERICA	UNITED STATES OF AMERICA
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UNITED STATES OF AMERICA
UNITED STATES OF AMERICA

UNITED STATES OF AMERICA
UNITED STATES OF AMERICA

UNITED STATES OF AMERICA
UNITED STATES OF AMERICA

UNITED STATES OF AMERICA
UNITED STATES OF AMERICA



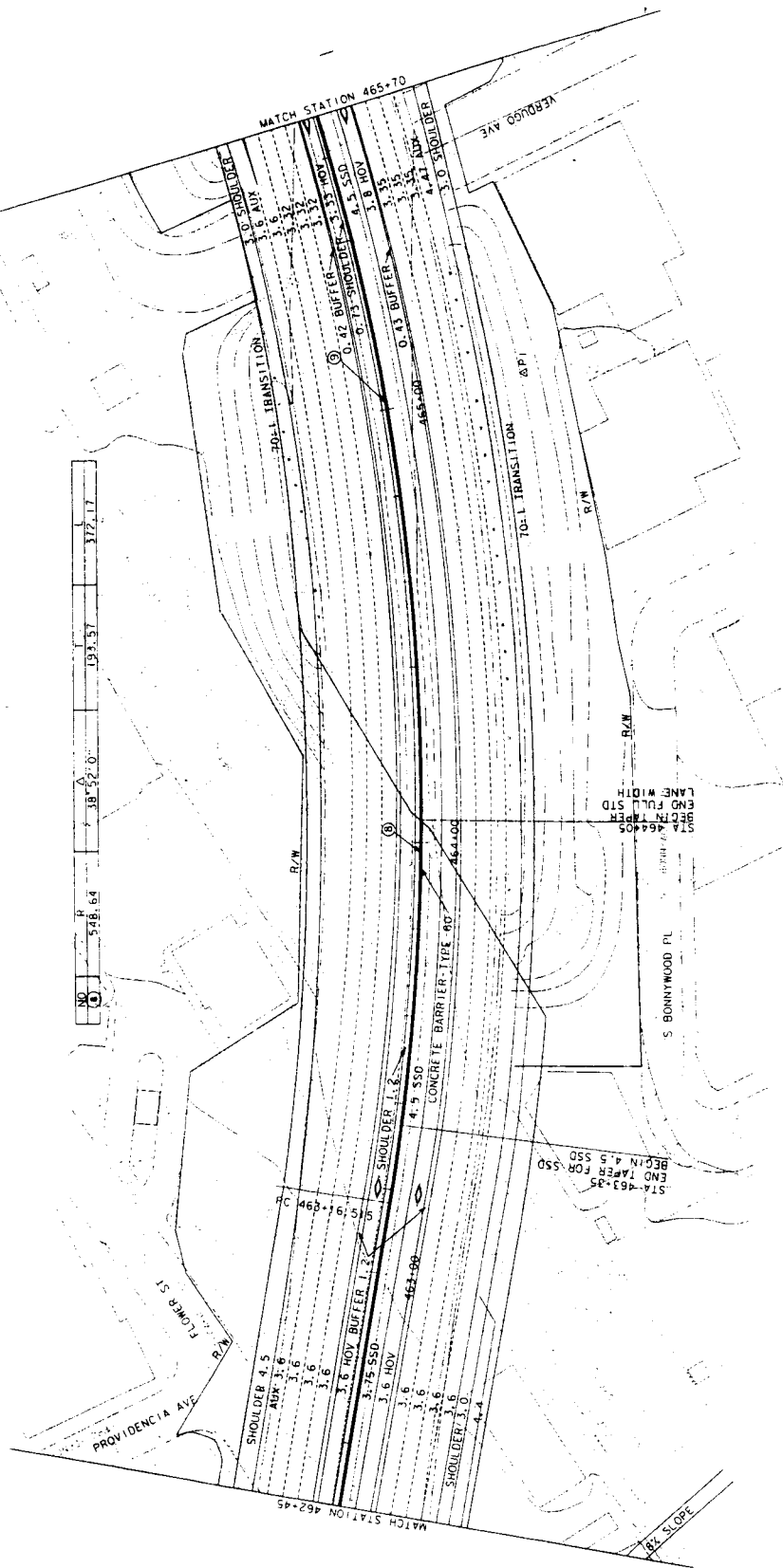
ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	CALCULATED / DESIGNED BY	DATE REVISED BY
46 Continuing PROJECT DEVELOPMENT			CHECKED BY	DATE REVISED

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NO.	LA 005	DATE	48.0/51.0
COUNTY	LA	SECTION	07



L-12
ALTERNATE 3
SCALE 1:1000

ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 00000

EA 000000

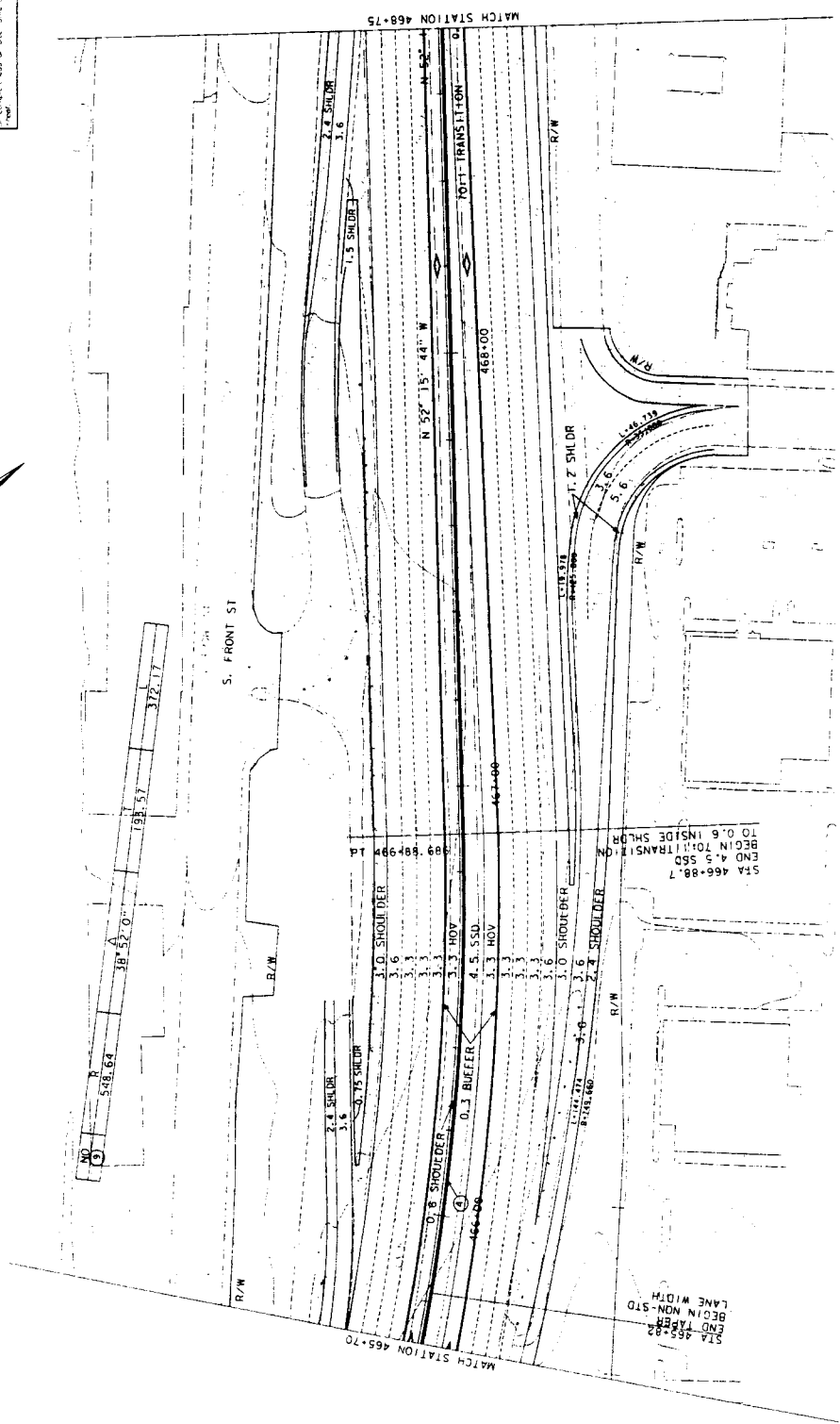
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT ENGINEER

CHECKED BY
DESIGNED BY
DATE
REVISOR BY
DATE REVISED

Calltrans PROJECT DEVELOPMENT

PROJECT ENGINEER	CALCULATED BY	CHECKED BY	DATE REVISED
	DESIGNED BY		
			DATE REVISED BY

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



ID	ST	COUNTY	ROUTE	DATE	CLERK'S OFFICE	TOTAL PROPERTY	NO. SOLD	NO. SOLD'S
07	10	05			43,058.0			

RECEIVED CIVIL ENGINEER

DATE OF APPROVAL DATE

THE STATE OF CALIFORNIA OF THE COUNTY OF SAN JOSE
I, CLERK OF THE COUNTY OF SAN JOSE, DO HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT COPY OF THE RECORDS OF THE COUNTY OF SAN JOSE.

CLERK OF THE COUNTY OF SAN JOSE

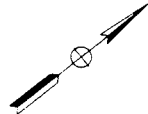
RECEIVED CIVIL ENGINEER

DATE OF APPROVAL DATE

THE STATE OF CALIFORNIA OF THE COUNTY OF SAN JOSE
I, CLERK OF THE COUNTY OF SAN JOSE, DO HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT COPY OF THE RECORDS OF THE COUNTY OF SAN JOSE.

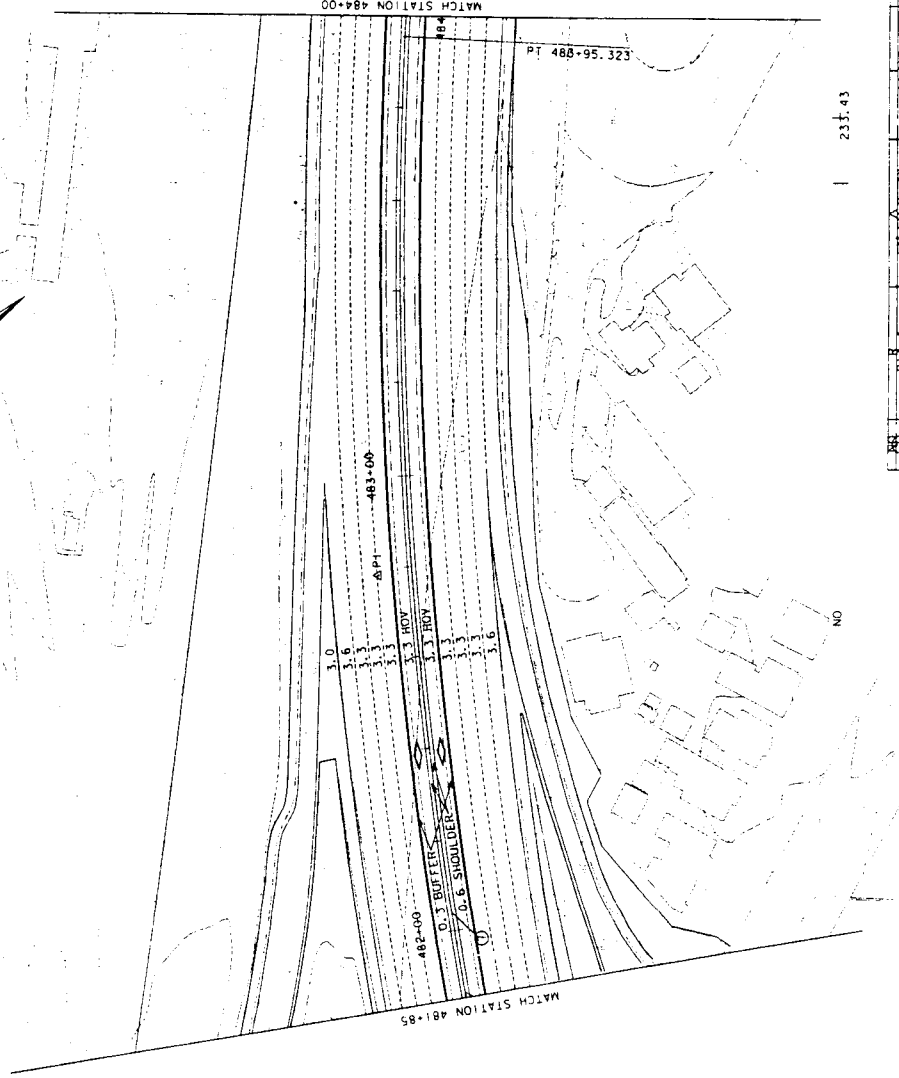
CLERK OF THE COUNTY OF SAN JOSE

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

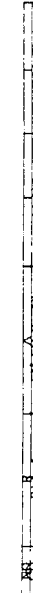


PROJECT NO.	LA 05	DATE	43-07-58.0
REGISTERED CIVIL ENGINEER			

PLANS, SPECIFICATIONS, ETC.
THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF THE ENGINEER. NO PART OF THESE PLANS OR SPECIFICATIONS IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.



233.43



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

L-18
(ALT-3)
SCALE 1:1000

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILES
USING 1:25000 SCALE
FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILES

CU 00000

EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT

PROJECT ENGINEER

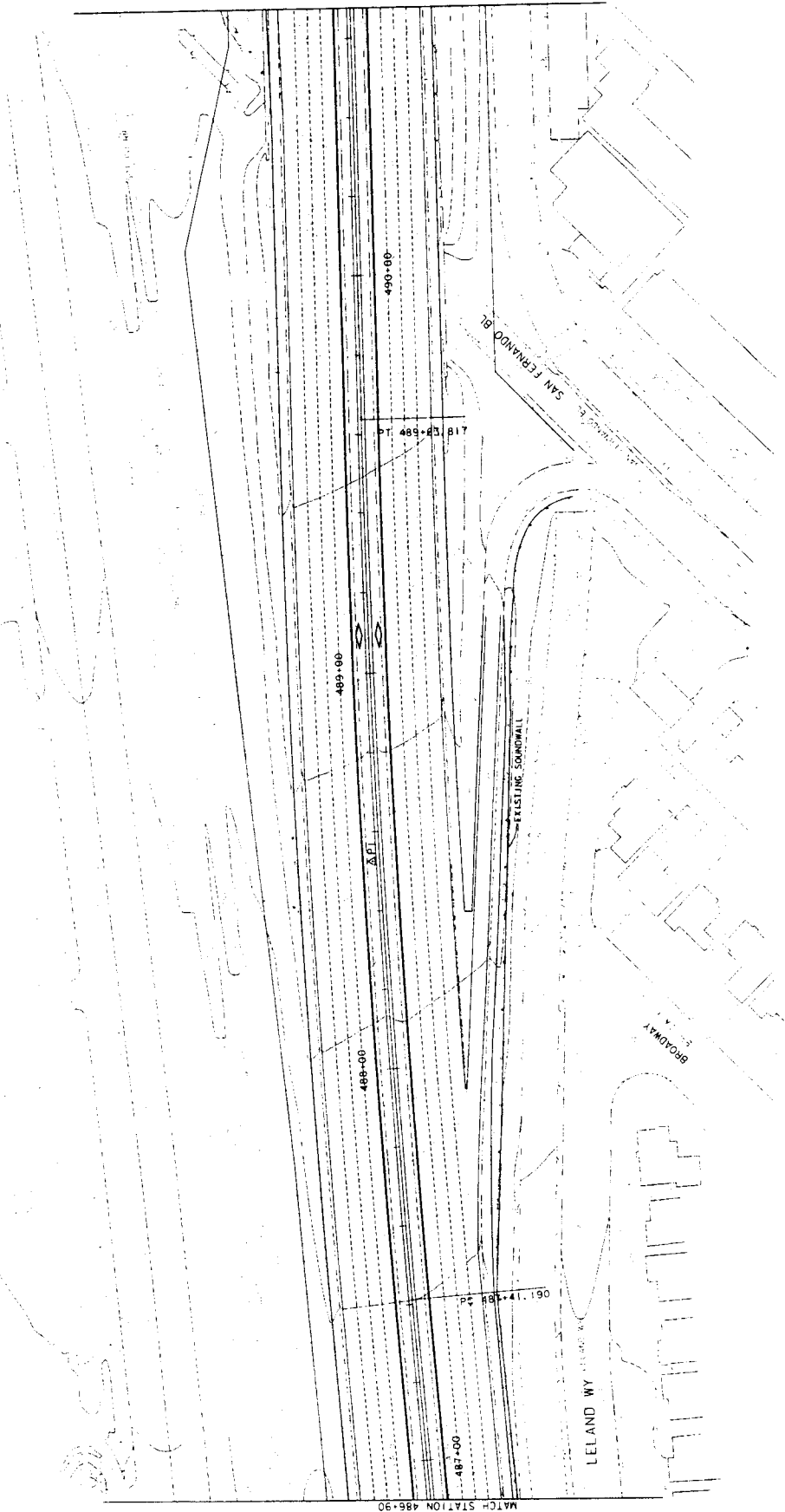
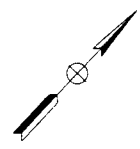
CHECKED BY
DESIGNED BY

DATE
REVISED BY
DATE REVISED

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NO.	071	LA	05	43.0/58.0



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

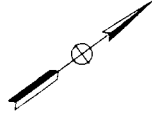
L-20
(ALT 1-31)
SCALE 1:1000

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

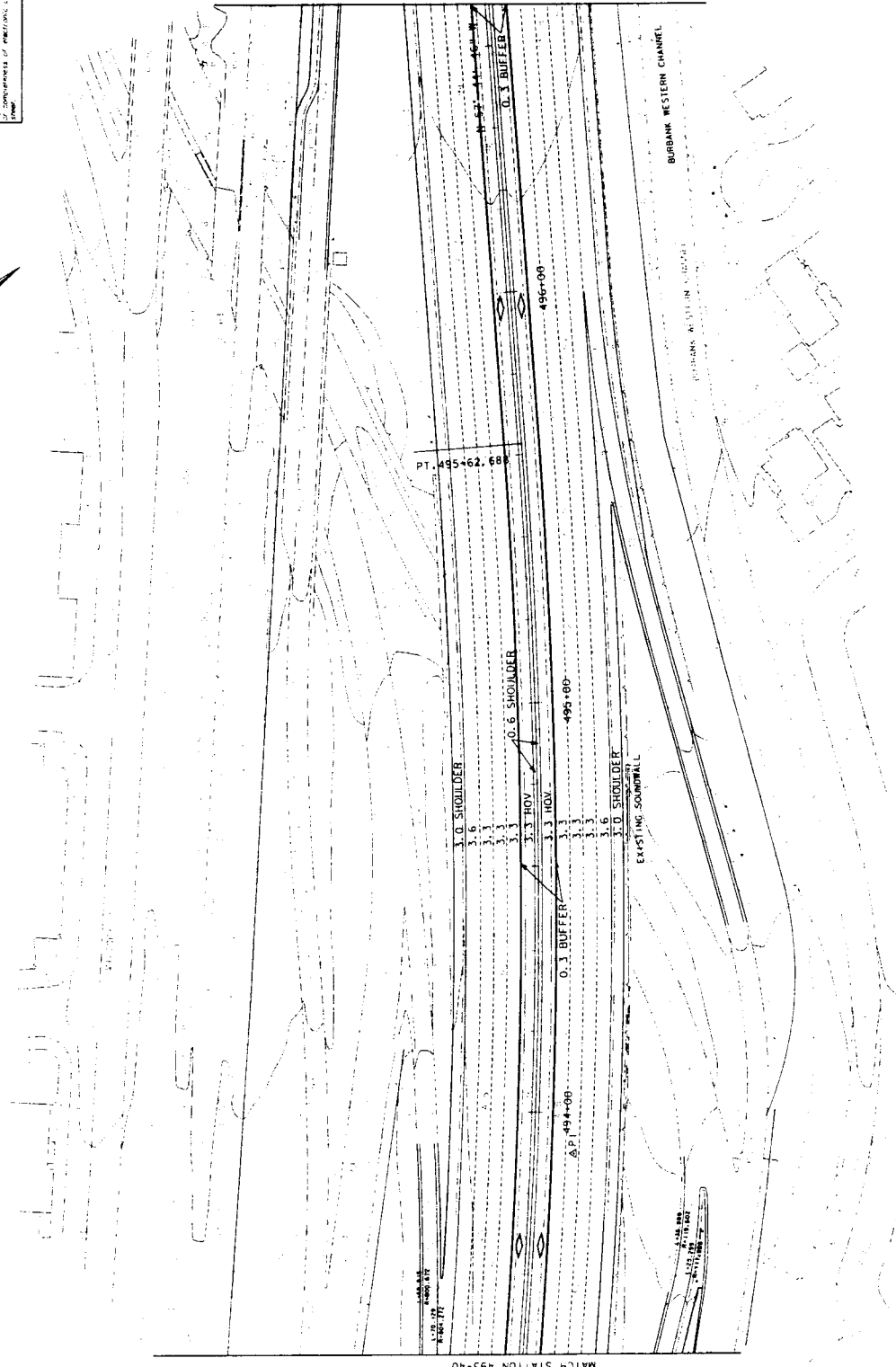
CU 00000
EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT DEVELOPMENT	
PROJECT ENGINEER		CHECKED BY	DATE REVISED
DESIGNED BY		CHECKED BY	DATE REVISED

NOTE:
 ACCESSIBLE RIGHT OF WAY AND ACCURATE
 ACCESS DATE SEE RIGHT OF WAY RECORD
 MAPS AT DISTRICT OFFICE.



PROJECT NO.	07	LA	05	43.0758.0
ROUTE	101 N. - PROJECT 101			
DATE	07/18/01			
DESIGNED BY	HIG STENED CIVIL ENGINEER			
CHECKED BY	HIG STENED CIVIL ENGINEER			
DATE	07/18/01			
PROJECT ENGINEER	HIG STENED CIVIL ENGINEER			



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

0 20 40 60 80

0 20 40 60 80

L-22
 ALTERNATE 3
 SCALE 1:1000

CU 00000

EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT DEVELOPMENT

PROJECT ENGINEER

CALCULATED/DESIGNED BY

CHECKED BY

DATE

REVISOR

DATE

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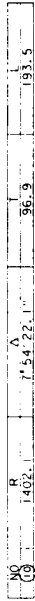
DATE

REVISOR

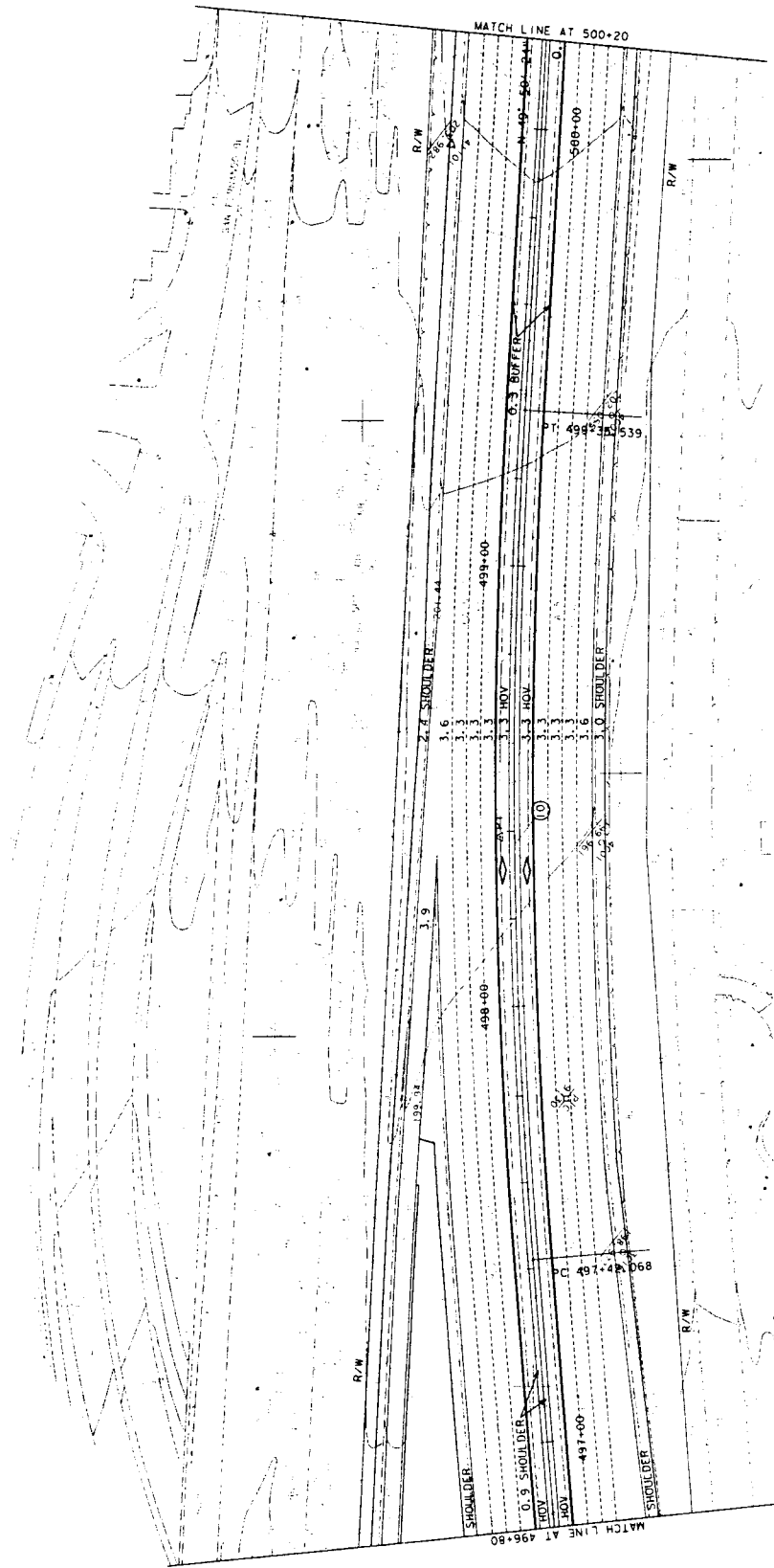
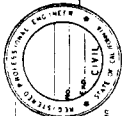
DATE

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NO. 43-0758.0		SHEET NO. 1	
DATE	07/14/00	PROJECT	LA 5
DESIGNED BY: [Signature]			
CHECKED BY: [Signature]			
DATE REVISD: [Signature]			



L-23
ALTERNATE 3
SCALE: 1"=1000'

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

CU 07279

SCALE: 1"=1000'

SCALE: 1"=1000'

SCALE: 1"=1000'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CALCULATED/DESIGNED BY		DATE	
Caltrans PROJECT DEVELOPMENT		CHECKED BY		DATE REVISD		DATE	

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



07	LA	5	43.0/58.0	
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L-24
ALTERNATE 3
SCALE: 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

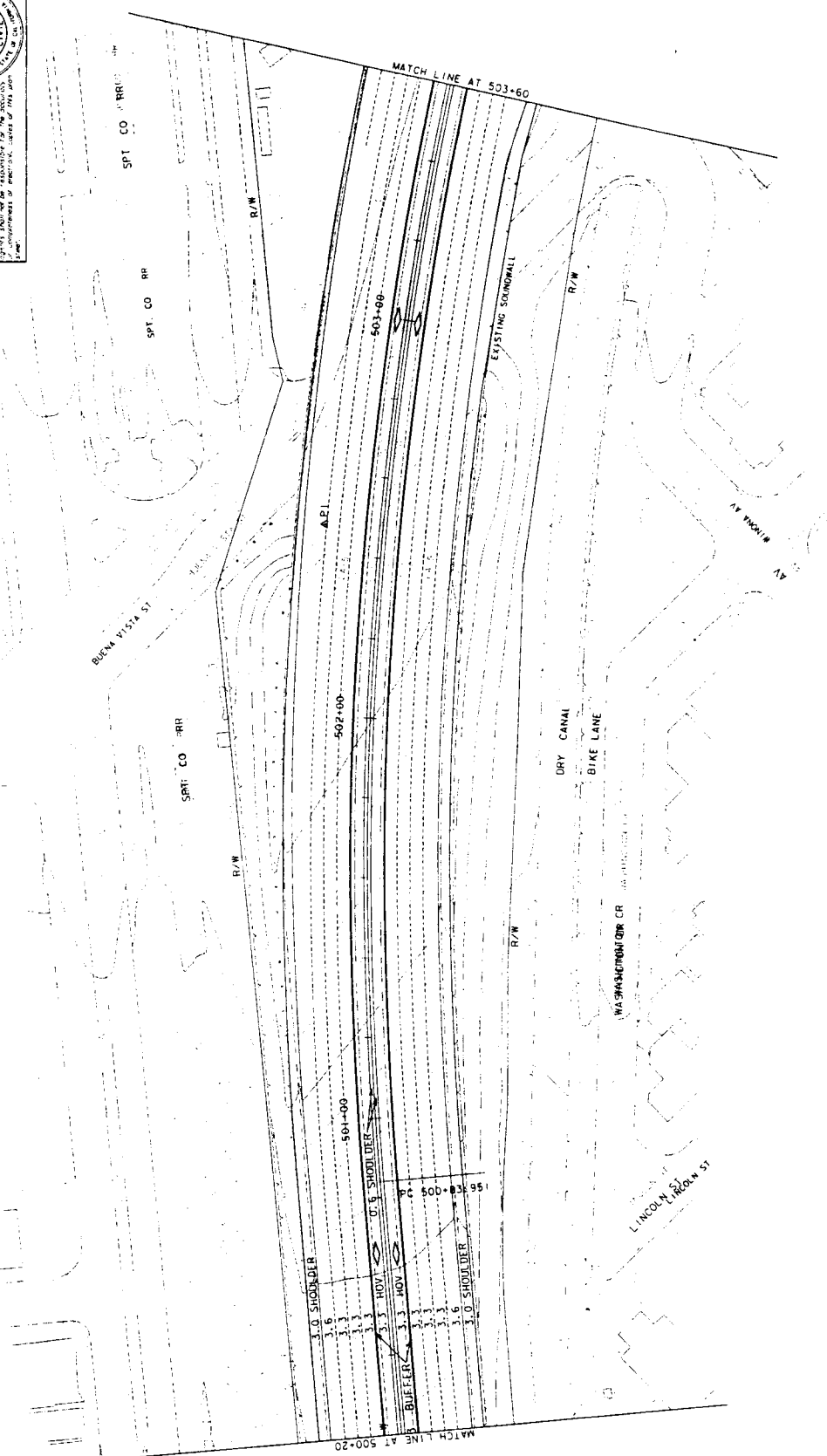
FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

0 20 40 60 80

USERNAME → 8 (USER)
DCN FILE → NT12150624013.000

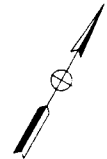
CU 07279

008121 VA



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CHECKED BY		DESIGNED BY	
DATE		DATE	
REVISED BY		REVISED BY	
DATE		DATE	

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

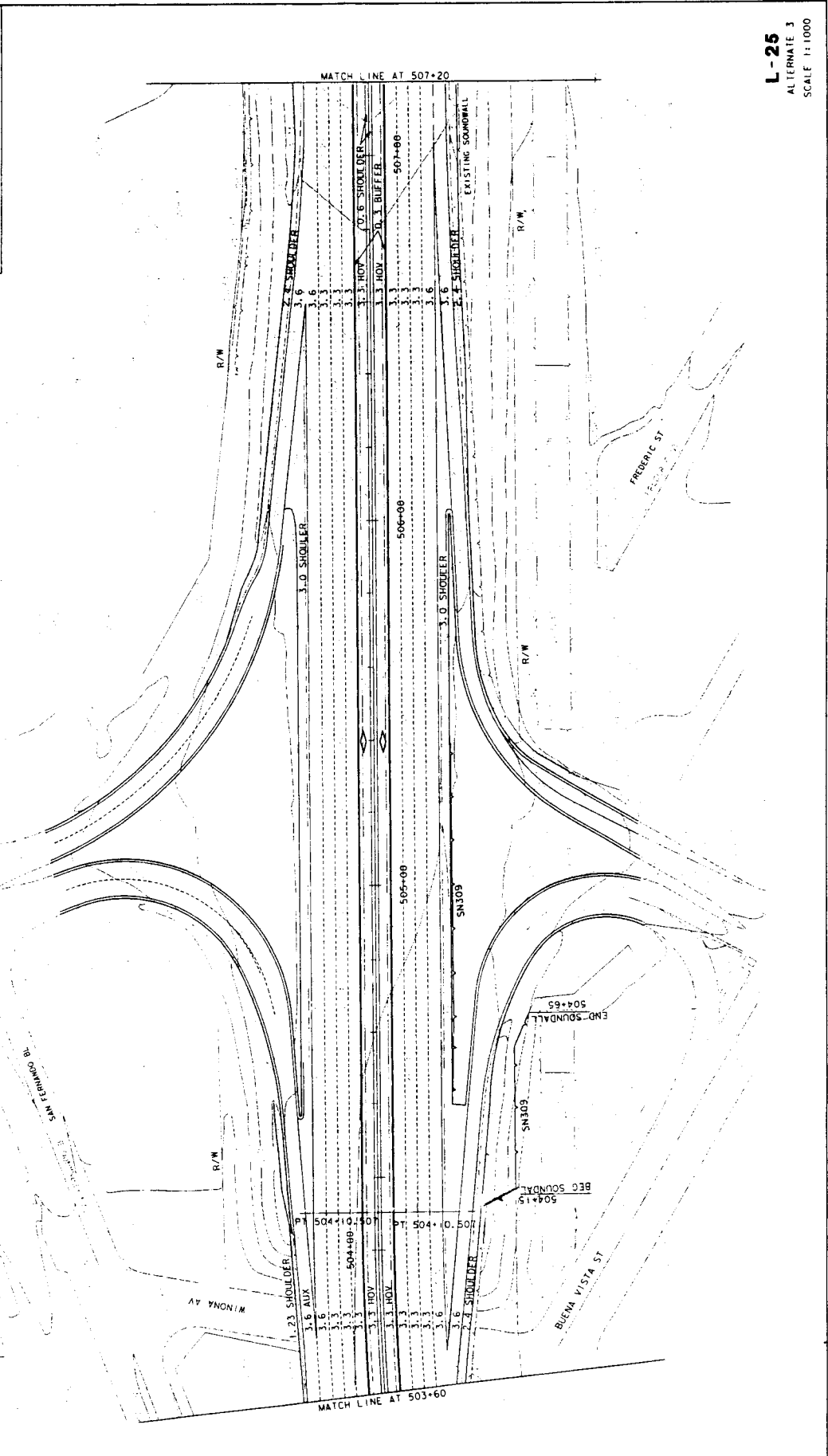


DIST	COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	48	0/53

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE SEAL OF CALIFORNIA ENGINEERS IS REQUIRED FOR ALL PLANS SUBMITTED FOR REVIEW AND APPROVAL BY THE BOARD OF ENGINEERS.



L-25
ALTERNATE 3
SCALE 1"=100'

EA 121800

CU 07279

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS



USERNAME: J21800
JOB FILE: J2180025013.dgn

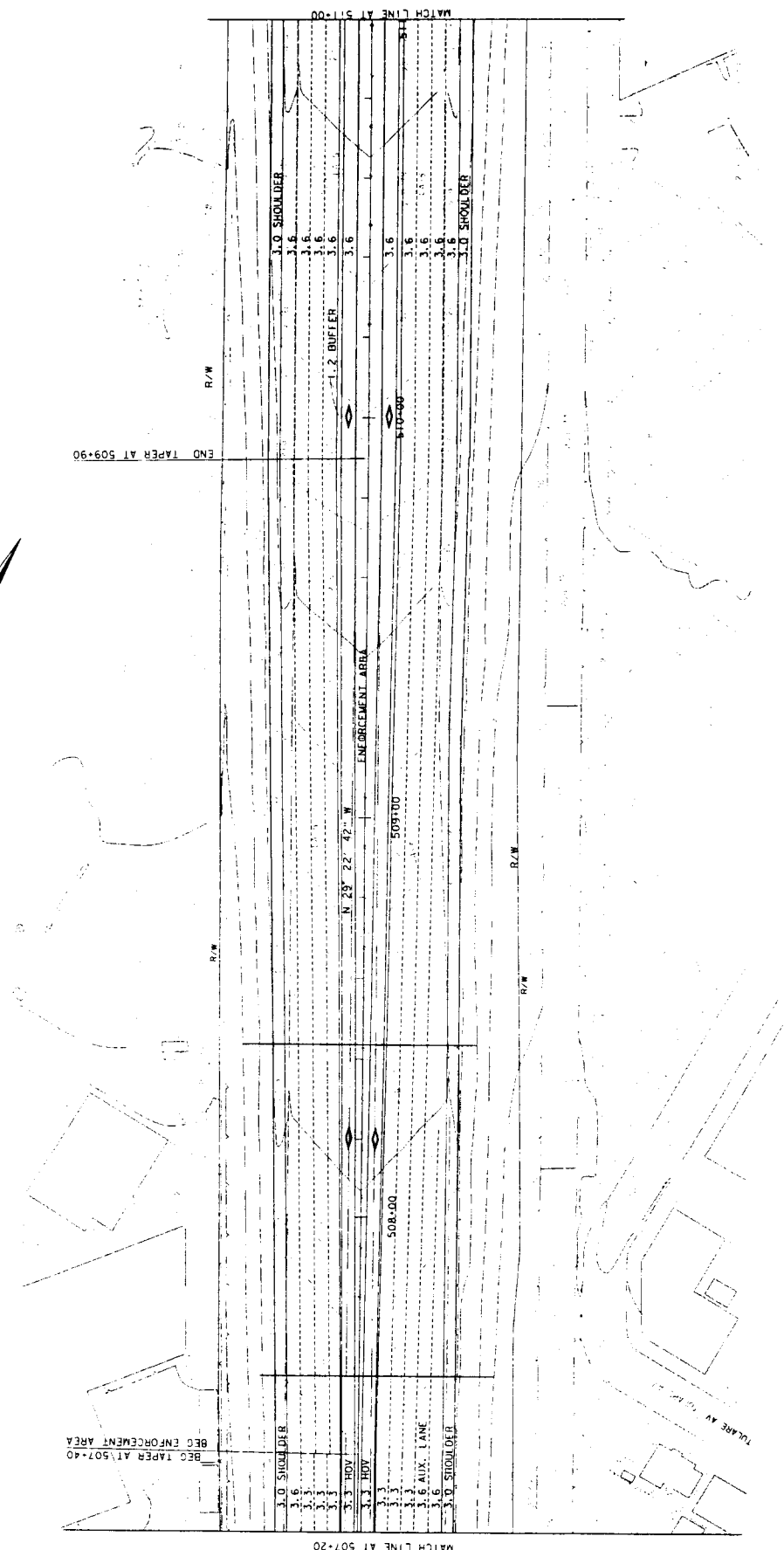
00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DATE		CHECKED BY	
REVISOR		DESIGNED BY	
DATE		REVISOR	
DATE		REVISOR	

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



07	LA	5	VAR	55
REGISTERED CIVIL ENGINEER				
PLANS, SPECIFICATIONS, AND CONTRACTS				
THE STATE OF CALIFORNIA				
APPROVED FOR THE DISTRICT OFFICE				
APPROVED FOR THE DISTRICT OFFICE				
APPROVED FOR THE DISTRICT OFFICE				



L-26
ALTERNATE 3
SCALE 1"=100'

CU 07279

FOR RECORD IN ANY ORIGINAL
SCALE IN ANY MAPS

EA 12/1800

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		L-27	
PROJECT ENGINEER		L-27	
DESIGNED BY	CHECKED BY	(ALT-3)	
DATE	DATE	SCALE: 1:1000	
REVISED BY	DATE REVISED		

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



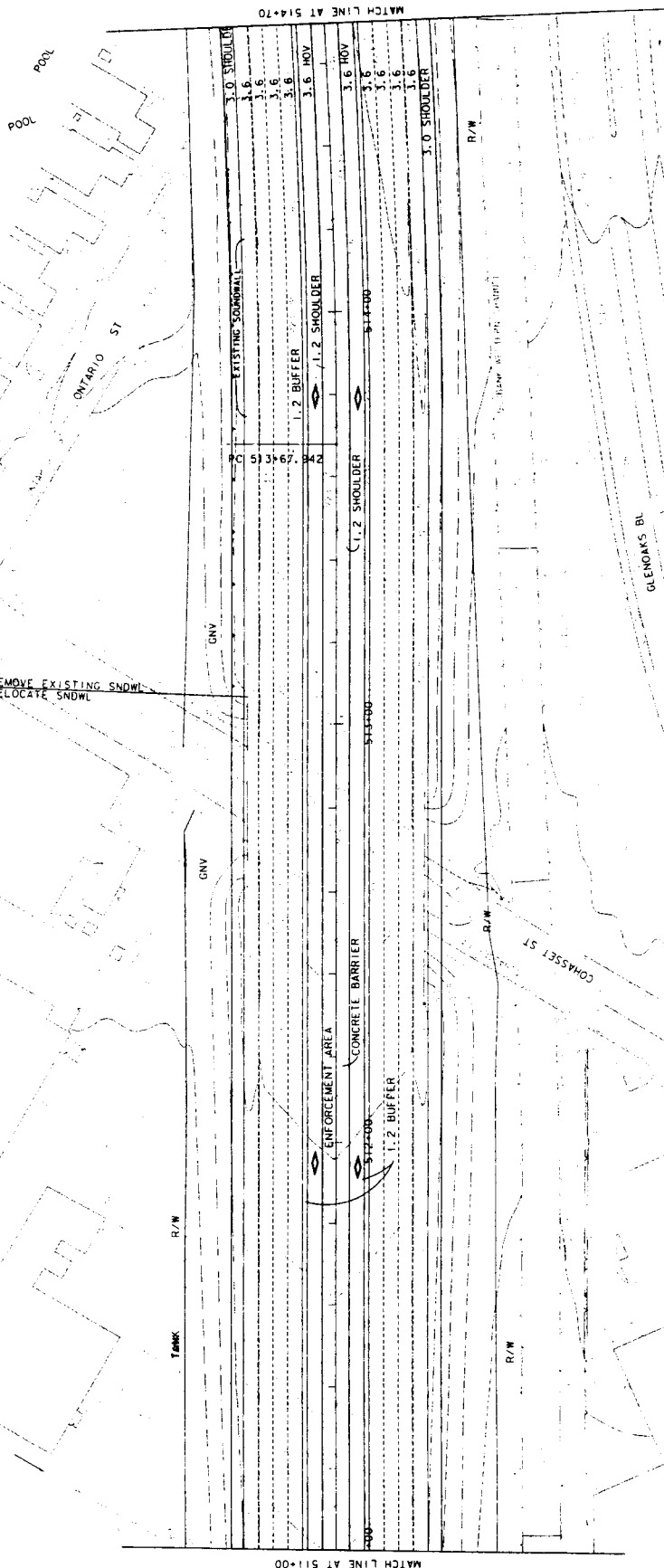
DIST	COUNTY	ROUTE	VAR	55
07	LA	5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

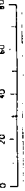
THE STATE OF CALIFORNIA, BY THE OFFICE OF THE REGISTERED CIVIL ENGINEER, HAS REVIEWED AND APPROVED THE PLANS FOR THE PROJECT OF RECORD AND CORRECTED THE PLANS TO REFLECT THE FIELD CONDITIONS.

END REMOVE EXISTING SNOW
END RELOCATE SNOW



ALL DIMENSIONS ARE METRIC UNLESS OTHERWISE STATED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



UNITS: METERS

CU 07279

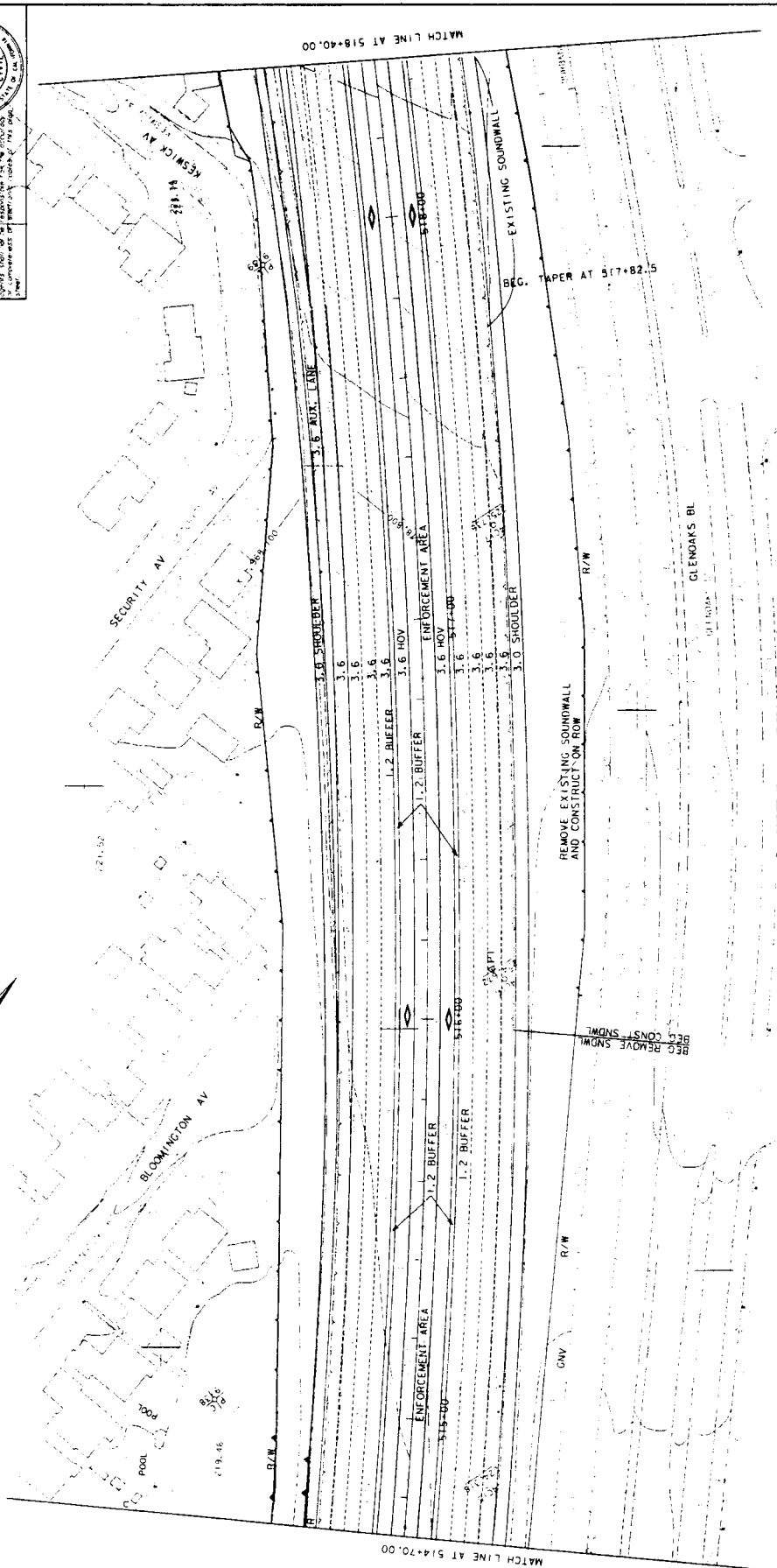
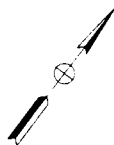
EA 121800

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/DESIGNED BY	DATE	REVISOR	DATE
L-28		PROJECT ENGINEER	DATE	REVISOR	DATE
L-28		PROJECT ENGINEER	DATE	REVISOR	DATE

PROJECT NO.	55	DATE	5	VAR	55
PROJECT NAME	HIGHTSIDE CIVIL ENGINEER				
PROJECT LOCATION	HIGHTSIDE CIVIL ENGINEER				
PROJECT DESCRIPTION	HIGHTSIDE CIVIL ENGINEER				
PROJECT STATUS	HIGHTSIDE CIVIL ENGINEER				
PROJECT OWNER	HIGHTSIDE CIVIL ENGINEER				
PROJECT CONTACT	HIGHTSIDE CIVIL ENGINEER				
PROJECT ADDRESS	HIGHTSIDE CIVIL ENGINEER				
PROJECT PHONE	HIGHTSIDE CIVIL ENGINEER				
PROJECT FAX	HIGHTSIDE CIVIL ENGINEER				
PROJECT EMAIL	HIGHTSIDE CIVIL ENGINEER				
PROJECT WEBSITE	HIGHTSIDE CIVIL ENGINEER				



ALL DIMENSIONS ARE METRIC UNLESS OTHERWISE STATED

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 07279

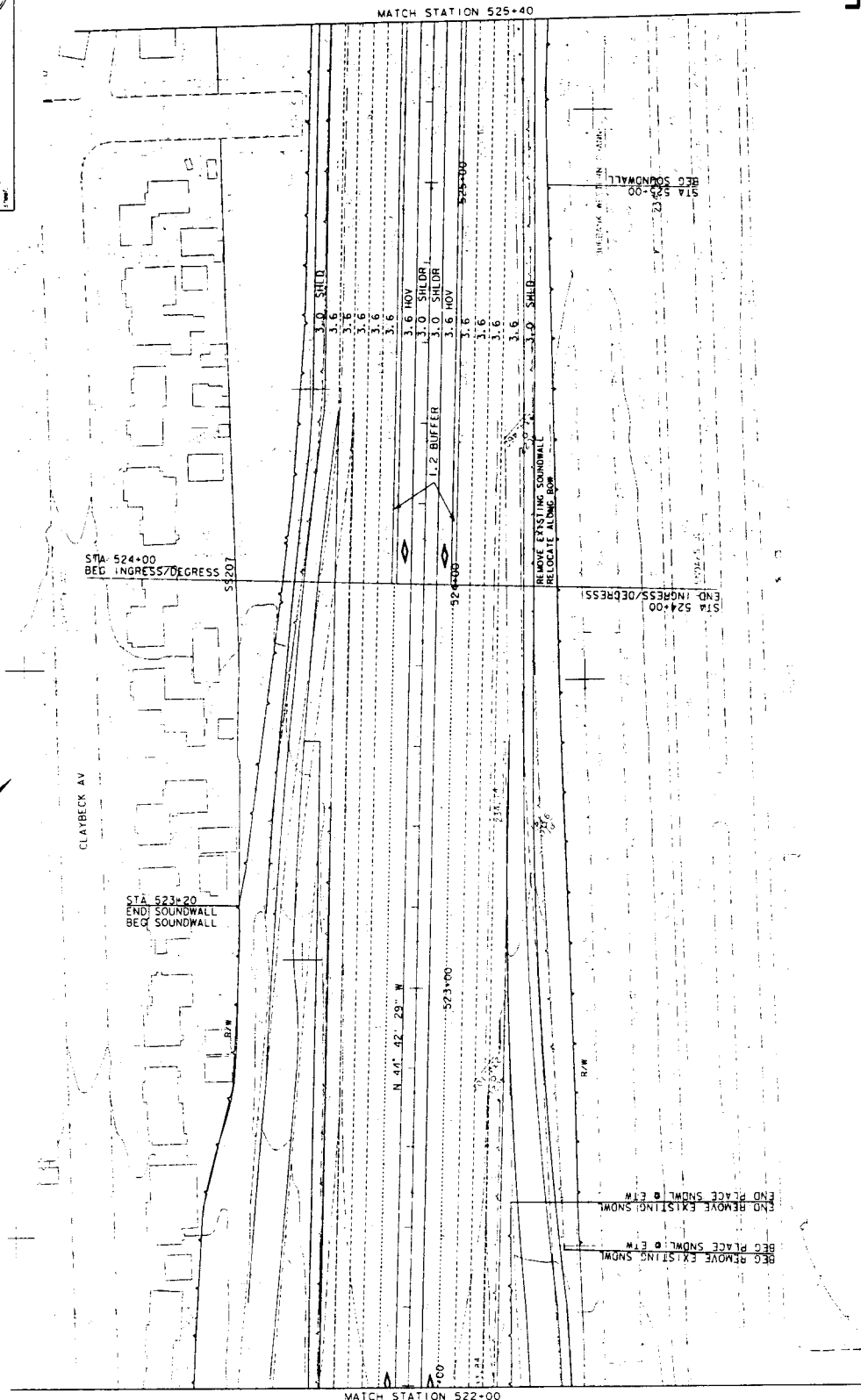
EA 121800

L-28
ALTERNATE 3
SCALE 1:1000

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NUMBER	07	LA	5	DATE	43.07/58.0	SHEET	101A
REGISTERED CIVIL ENGINEER							
CLASS APPROVAL DATE SPECIALTY OF CIVIL ENGINEER SPECIALTY OF CIVIL ENGINEER SPECIALTY OF CIVIL ENGINEER SPECIALTY OF CIVIL ENGINEER							



L-30
ALTERNATE 3
SCALE 1 : 1000

ALL DIMENSIONS ARE METRIC UNLESS OTHERWISE STATED

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 00000
EA 000000

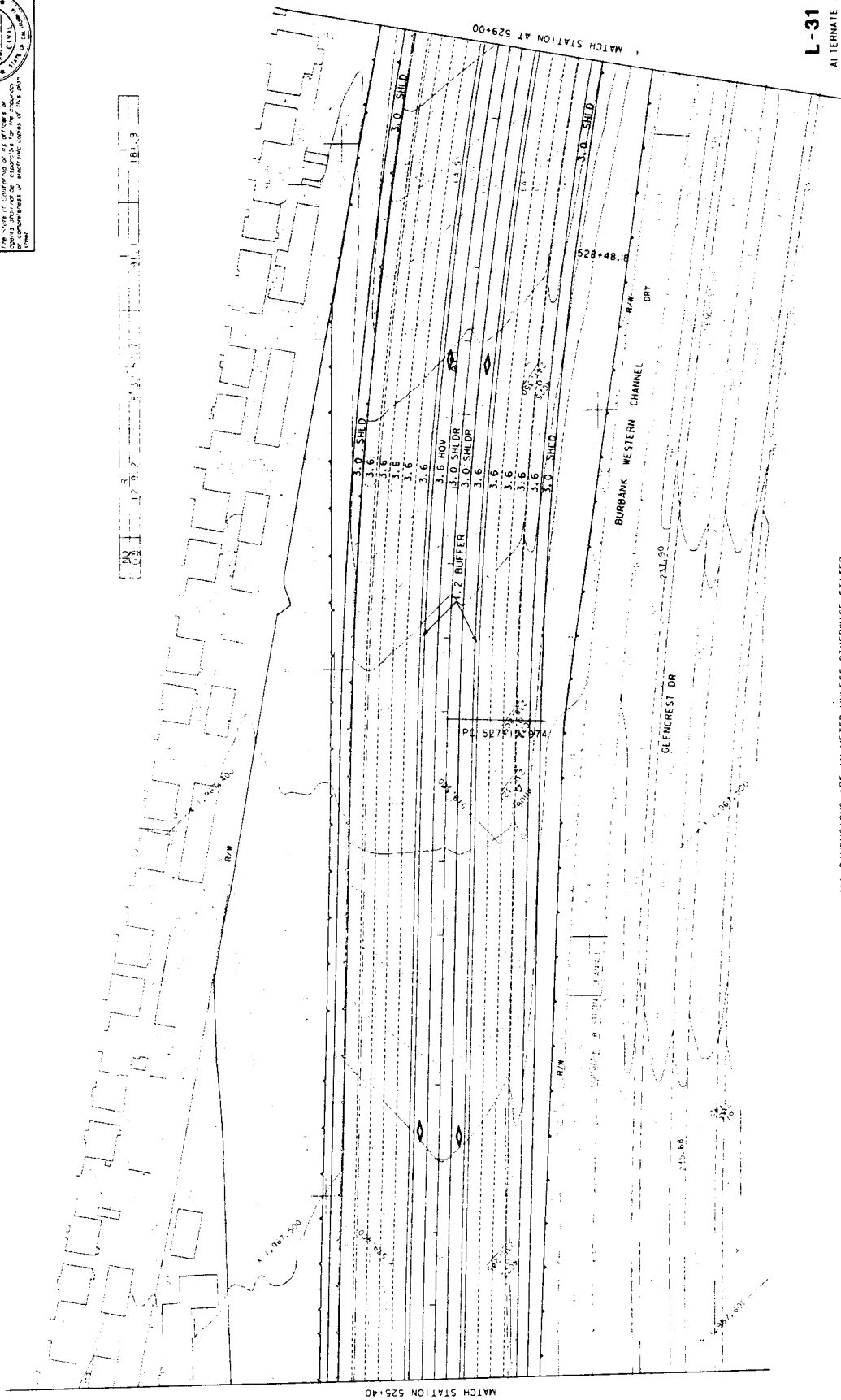
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED BY	DATE
Caltrans PROJECT DEVELOPMENT	CHECKED BY	DATE REVISED	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		PAT SULLIVAN		CHECKED BY		DATE	
CALCULATED/DESIGNED BY		DATE		REVISED BY		DATE		REVISED	

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



07	LA	05	41.0/58.0
REGISTERED CIVIL ENGINEER			
CLASS APPROVAL DATE			
I am Not a Contractor or the Engineer or Surveyor of Record for this project. I am Not a Surveyor of Record for this project.			



ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED

L-31
ALTERNATE 3
SCALE 1:1000

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS
USERNAME: J24USER
BOX FILE: J24N228043101-3.DWG

CU 00000

EA 000000

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

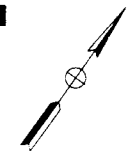


PROJECT NO.	07	DATE	4/10/58
DESIGNER	LA	PROJECT	5
CHECKED BY		DATE	4/10/58

REGISTERED CIVIL ENGINEER

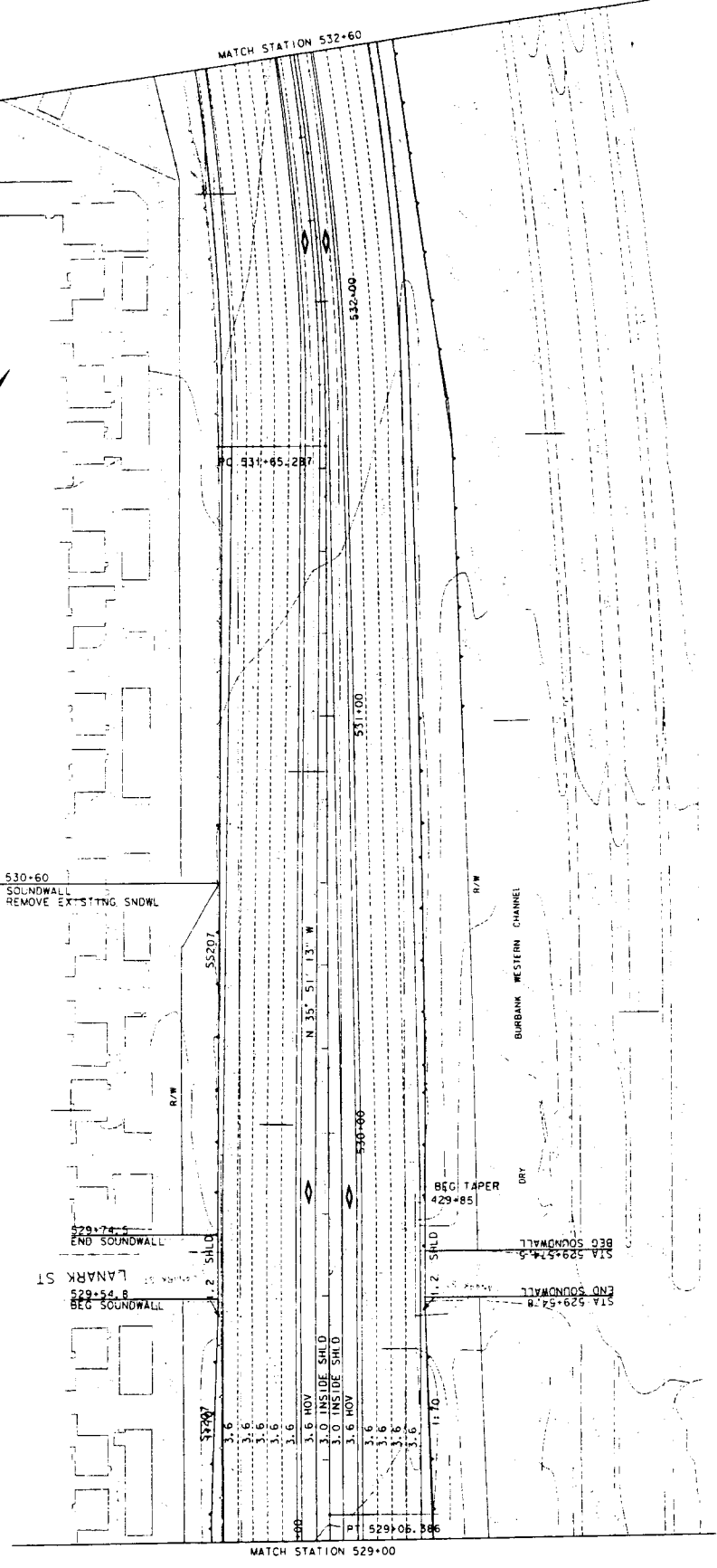
CLASSIFICATION DATE

THIS PLAN IS A PART OF THE PROJECT OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, AND IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.



STA 530+60
BEG SOUNDWALL
BEG REMOVE EXISTING SNOWL

LANARK ST
529+54.8
END SOUNDWALL



L-32
ALTERNATE 3
SCALE 1"=1000

CU 00000
EA 000000

FOR REDUCED PLANS ORIGINAL
SCALE IS IN METERS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		PROJECT DEVELOPMENT	
CHECKED BY	DATE	DESIGNED BY	DATE	CHECKED BY	DATE

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



DIST	COUNTY	ROUTE	PLAN	POST SHEET	TOTAL SHEETS
07	LA	5	43.0/58.0	NO.	NO.

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

I, the State of California, by the approval of _____, do hereby certify that the undersigned is a duly licensed and competent Civil Engineer, and is competent to execute the work herein.

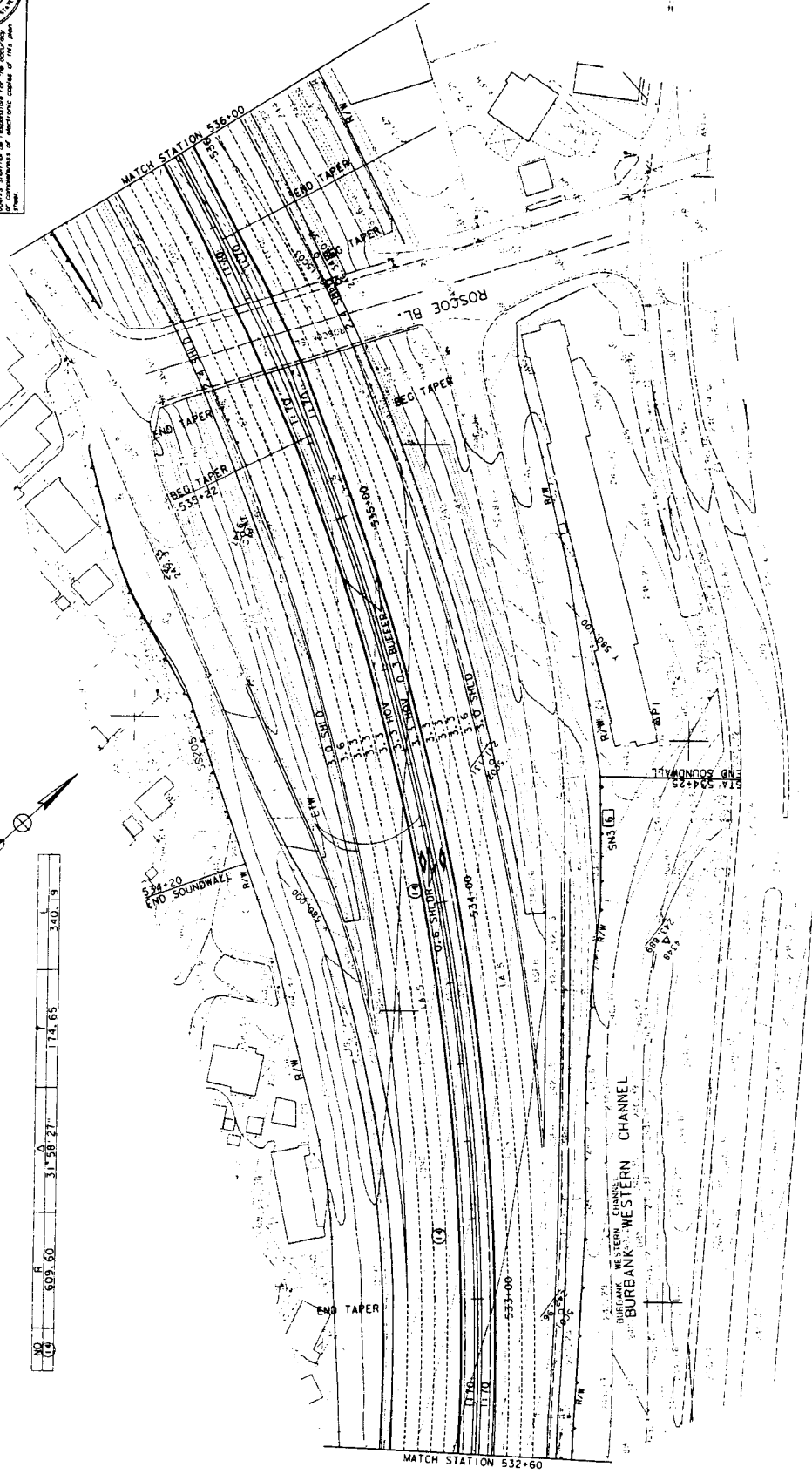
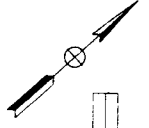
 CIVIL ENGINEER
 STATE OF CALIFORNIA

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

I, the State of California, by the approval of _____, do hereby certify that the undersigned is a duly licensed and competent Civil Engineer, and is competent to execute the work herein.

 CIVIL ENGINEER
 STATE OF CALIFORNIA



L-33
ALTERNATE 3
SCALE: 1:100

CU 00000

EA 000000

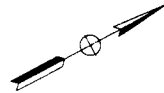
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SCALE IS IN MILLIMETERS

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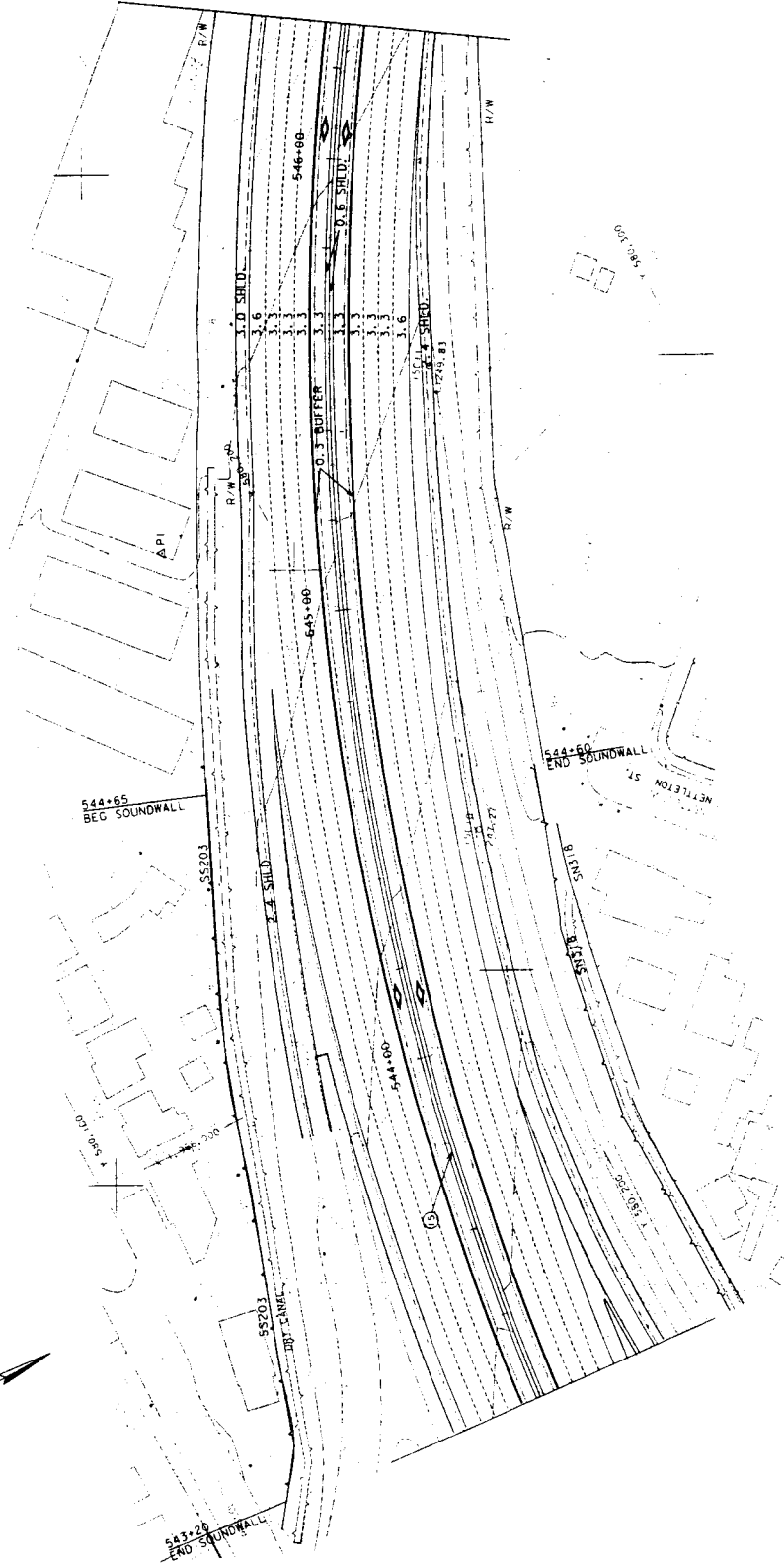
NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



NO 15
R 609.601
40° 09' 59"
222.819
427.351



PROJECT NO.	07	COUNTY	LA	POSTED	05	DATE	43.0/58.0	TOTAL SHEETS	10
REGISTERED CIVIL ENGINEER									
PLANS APPROVED DATE									
I, the State of California, do hereby certify that the above named engineer is duly licensed and qualified to prepare and certify the plans and specifications for the improvement of the public highways of the State.									



L-36
ALTERNATE 3
SCALE 1"=1000'

CU 00000

FOR REDUCED PLANS ORIGINAL
SCALE 1"=1000'

0 20 40 60 80

FOR REDUCED PLANS ORIGINAL
SCALE 1"=1000'

0 20 40 60 80

FOR REDUCED PLANS ORIGINAL
SCALE 1"=1000'

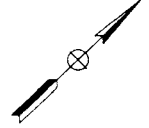
0 20 40 60 80

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CHECKED BY	DATE
Caltrans		DESIGNED BY	REVISOR BY
		DATE	DATE
		REVISOR BY	DATE

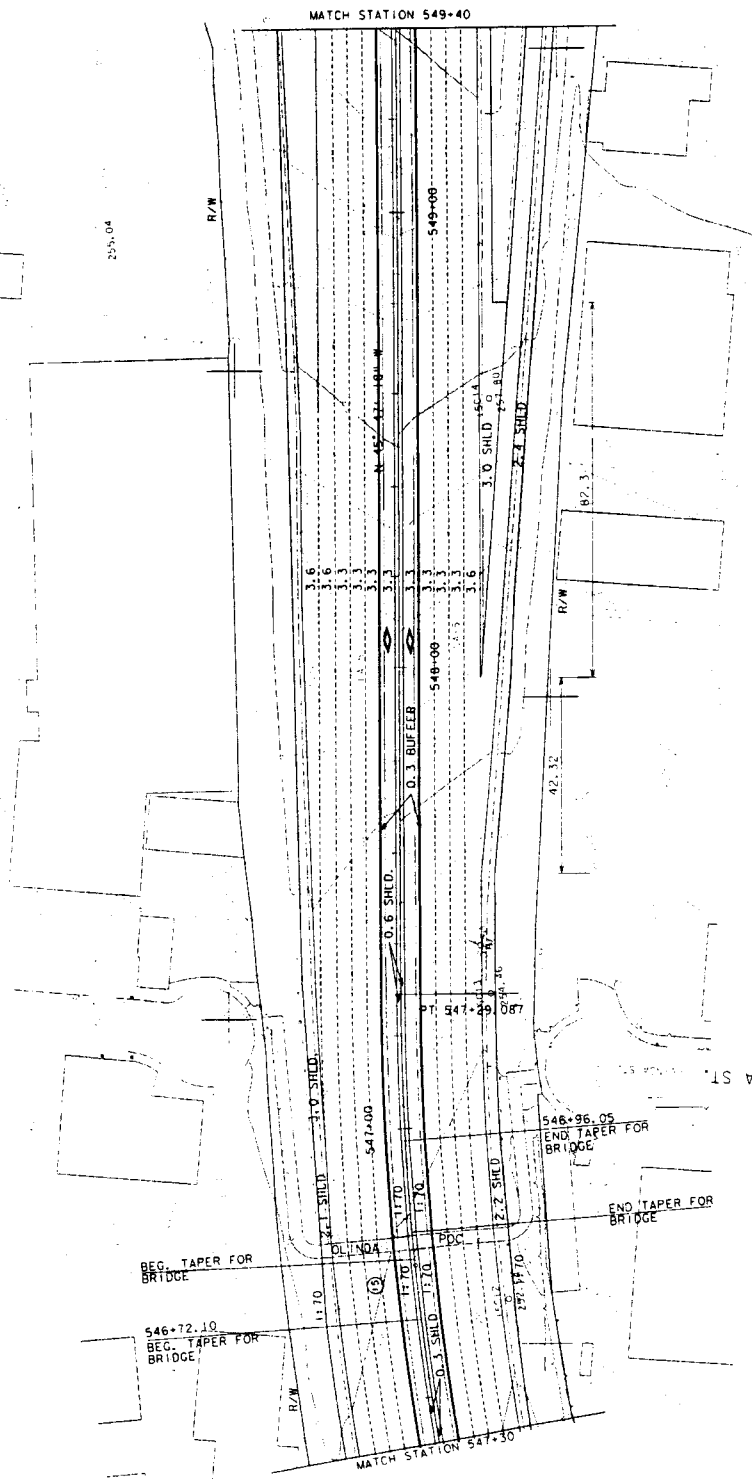
PROJECT NO.	LA 05	DATE	43.07.58.0	TOTAL	1
COUNTY	LA	PROJECT	LA 05	NO.	1
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE					
The State of California, in the office of the State Engineer, at the City of Sacramento, California, this _____ day of _____, 19____.					



NOTES:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



NO 19 609.60 9' 18" 41' 99.09 49.65



L-37
(ALT-3)
SCALE 1:1000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS, ORIGINAL SCALE 1:1000. SEE DISTRICT OFFICE FOR MORE INFORMATION.

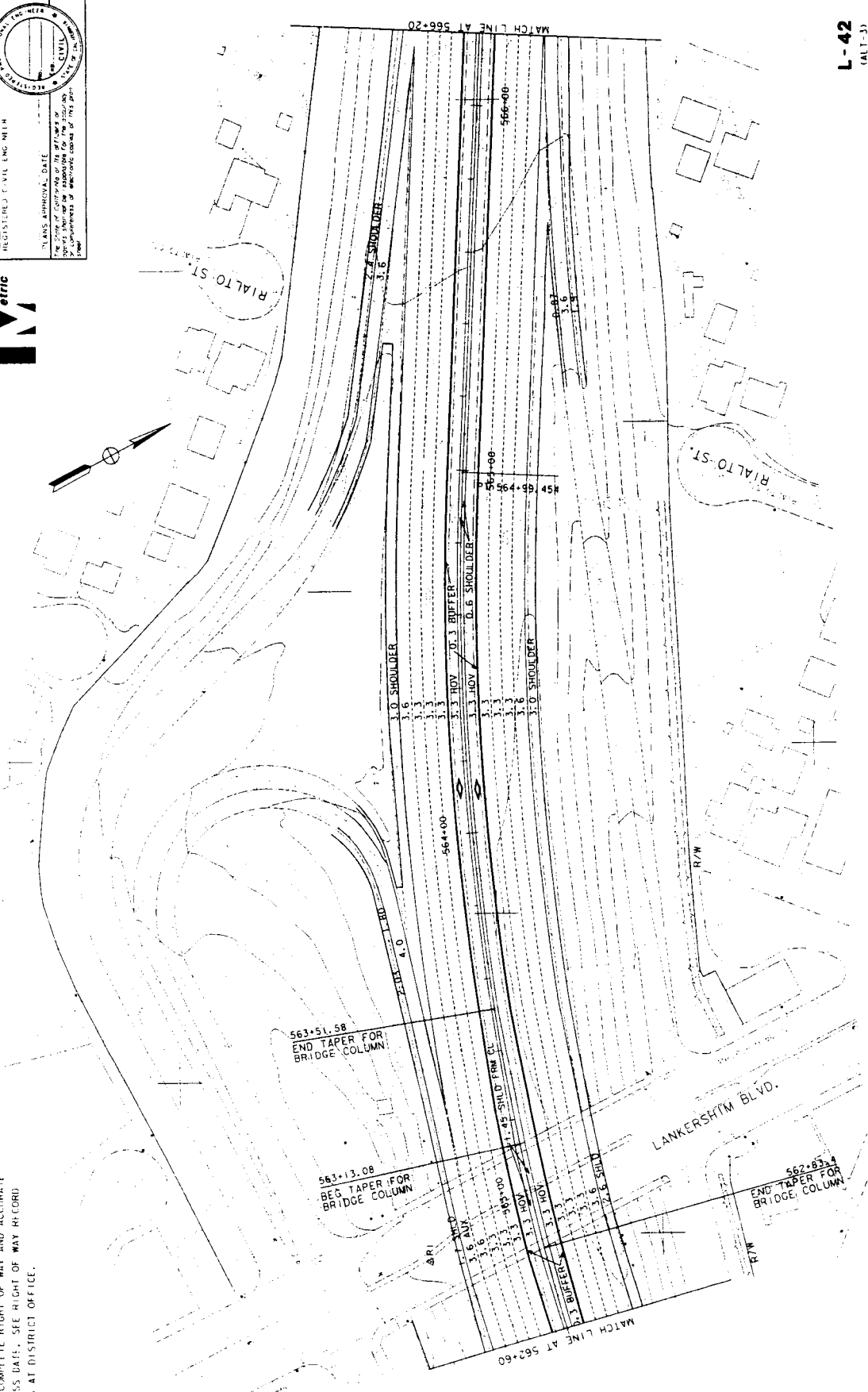
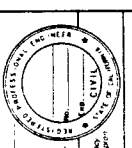
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		Caltrans PROJECT DEVELOPMENT	
PROJECT ENGINEER	CHECKED BY	DATE REVISID BY	DATE REVISID
DESIGNED BY	CHECKED BY	DATE REVISID BY	DATE REVISID

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NO.	07	LA	5	43.0/58.0	DATE	43.0/58.0
REGISTERED CIVIL ENGINEER						
PLANS APPROVAL DATE						
THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DIVISION OF HIGHWAYS DIVISION OF HIGHWAYS						



L-42
(ALT-3)
SCALE: 1"=1000'

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 07279 EA 121800

DATE	DESIGNED BY	CHECKED BY	DATE REVISED
DATE	REVISOR BY		

PROJECT ENGINEER

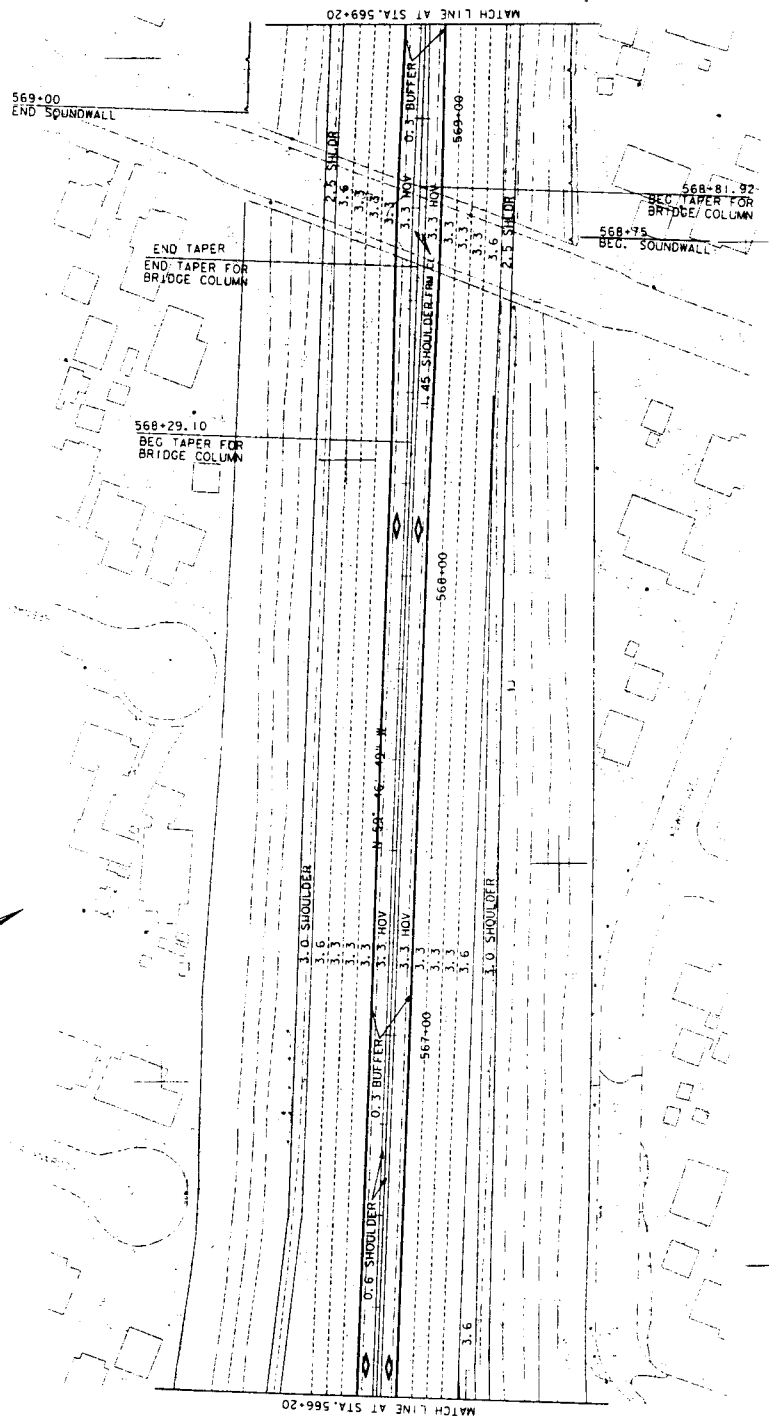
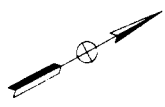
PROJECT DEVELOPMENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT NO.	07	LA	5	43.0/58.0	DATE	43.0/58.0	SCALE	1:1000

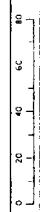


NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS



L-43
(A1 T-3)
SCALE: 1:1000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CHECKED BY	DATE	DESIGNED BY	DATE
CHECKED BY	DATE	DESIGNED BY	DATE

Caltrans PROJECT DEVELOPMENT

CU 07279

EA 121800

PROJECT NO.	07	COUNTY	LA	ROUTE	5	DATE	43.0/58.0	SHEET	1
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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

STATE OF CALIFORNIA

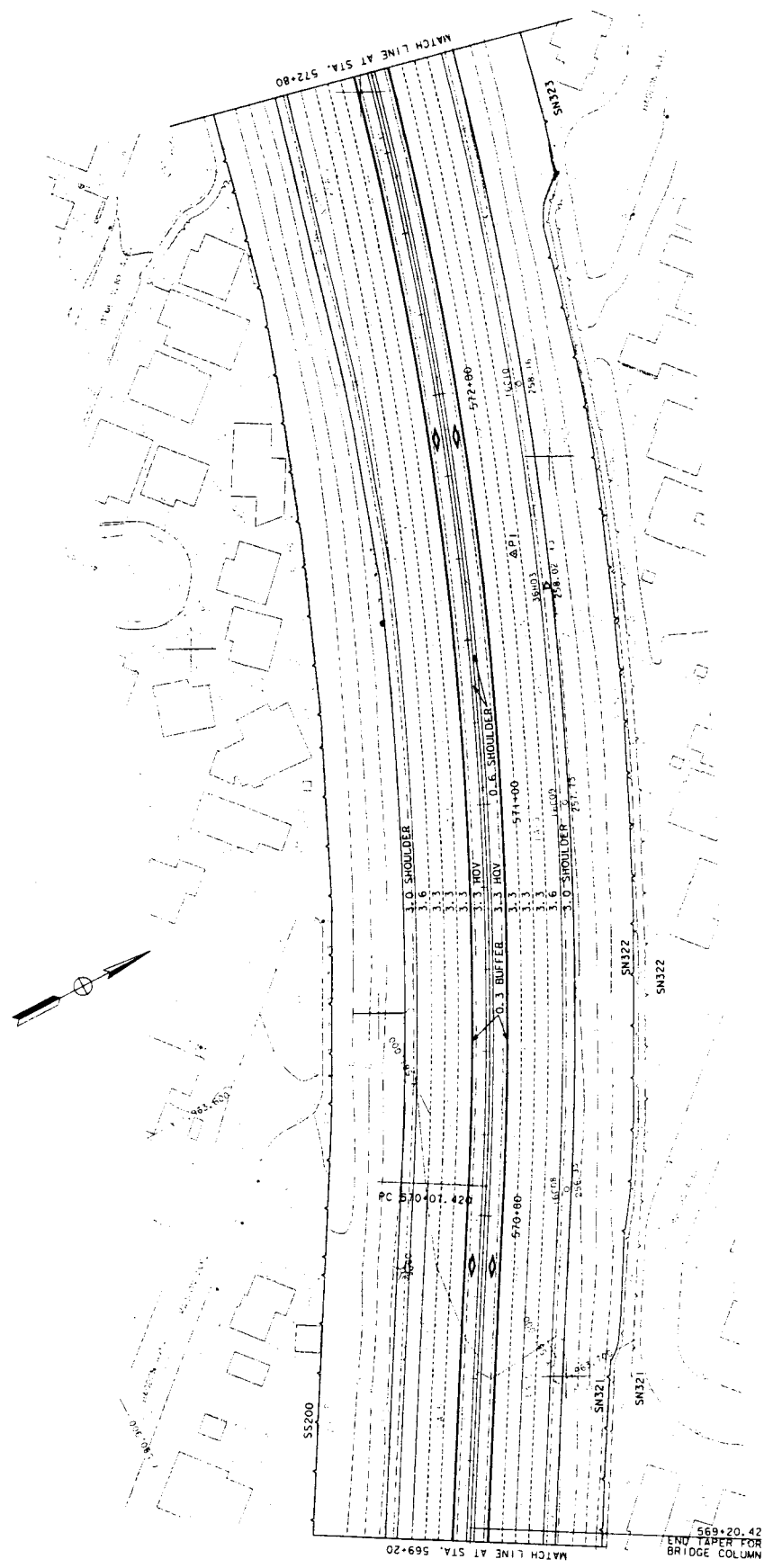
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

STATE OF CALIFORNIA



NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE SHOWN

L-44
(ALT. 3)
SCALE: 1:1000

CU 07279 EA 121800

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CHECKED BY	DATE	DESIGNED BY	DATE
CHECKED BY	DATE	DESIGNED BY	DATE
CHECKED BY	DATE	DESIGNED BY	DATE

FOR RECORD PLANS AND FINAL
SCALE: 1:500 IN METERS

10 20 30 40 50 60 70 80

100 FEET

100 METERS

100 FEET

100 METERS

100 FEET

100 METERS

FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATE, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.

575+60
BEG SOUNDWALL

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

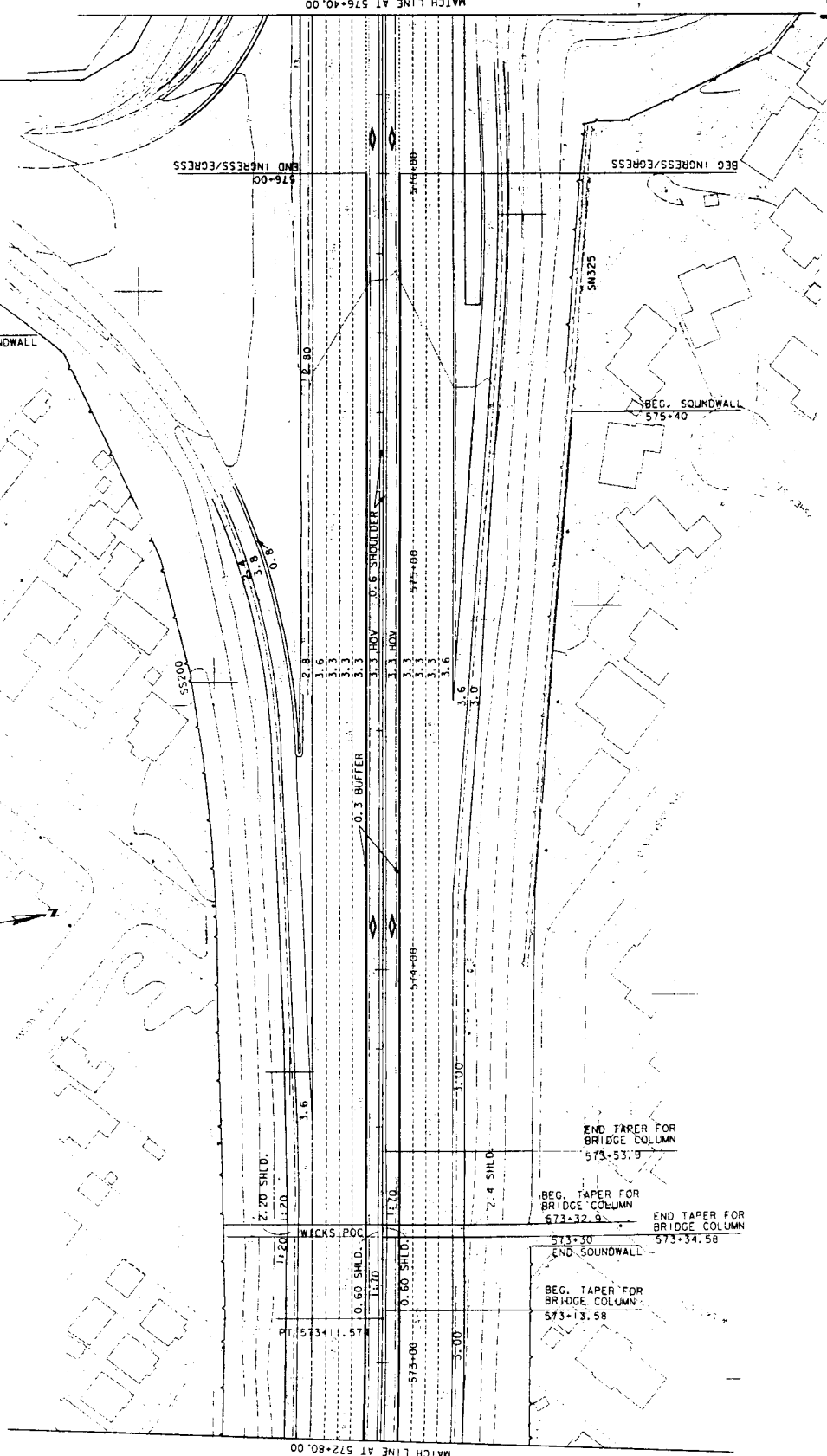
No State of California at its office of
Engineering and Architecture
or Commissioner of electronic copies of this plan
(Name)

REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA
CIVIL
No. 10000

MATCH LINE AT 576+40.00

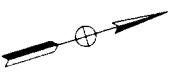
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Highways PROJECT DEVELOPMENT

PROJECT ENGINEER	CHECKED BY	DATE REVISIED
CALCULATED BY	DESIGNED BY	DATE REVISIED BY

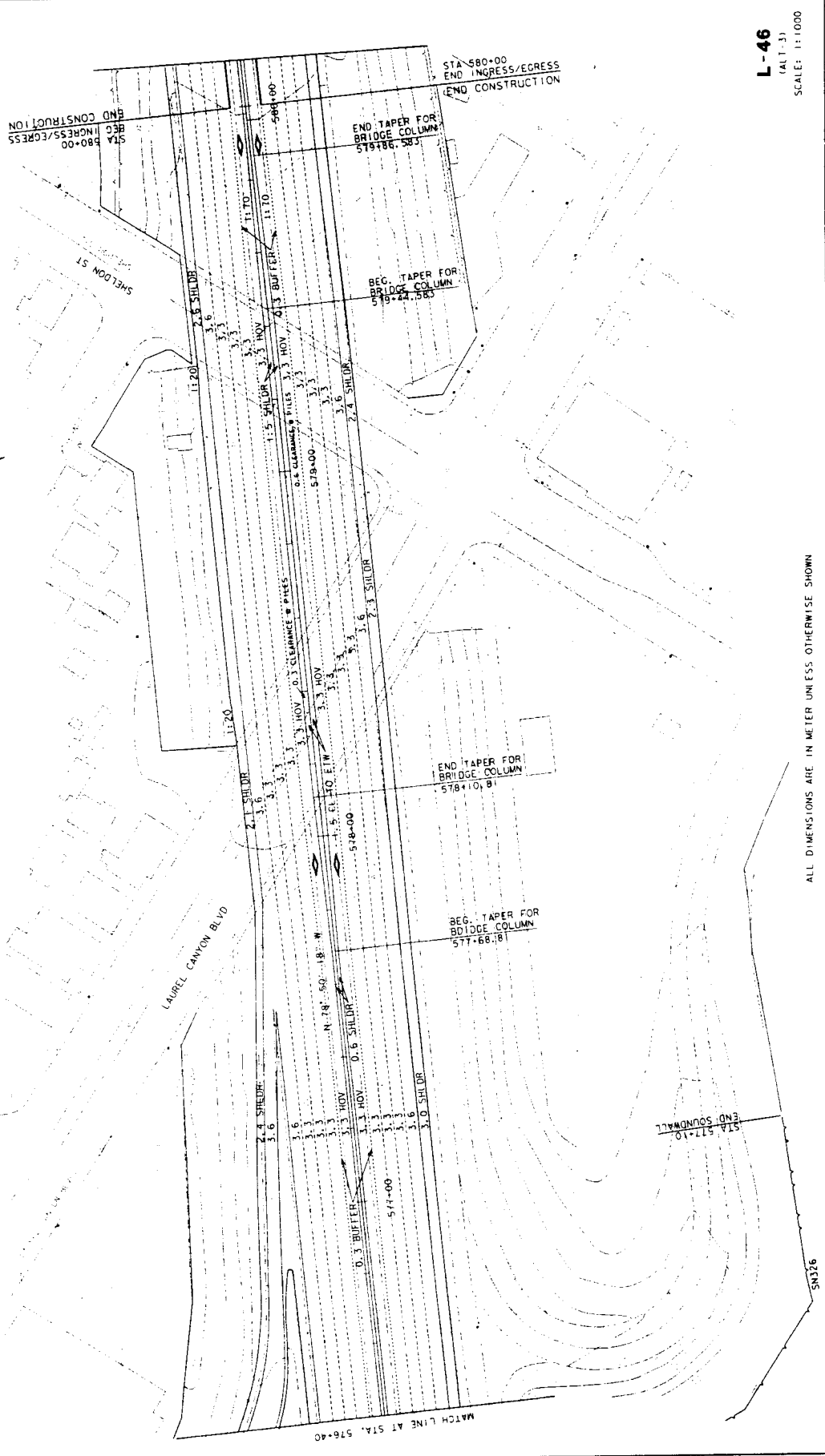


NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE
ACCESS DATA, SEE RIGHT OF WAY RECORD
MAPS AT DISTRICT OFFICE.



PROJECT NO.	LA 5	DATE	43.0.58.0
REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	REVISED C-274 AND MECA		
PLANS INDIVIDUAL DATE			
The work of the engineer or architect is the responsibility of the engineer or architect. The work of the drafter is the responsibility of the drafter. The work of the checker is the responsibility of the checker. The work of the reviewer is the responsibility of the reviewer. The work of the approver is the responsibility of the approver.			



L-46
(ALT - 3)
SCALE: 1"=100'

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 0/279

EA 12/1800

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

DESIGNED BY
CHECKED BY

DATE
REVISED BY
DATE REV SEC

APPENDIX K

LAYOUTS FOR ROUTE 170 TO 118 ALTERNATIVE 3

DIST.	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER	PLANS APPROVAL DATE

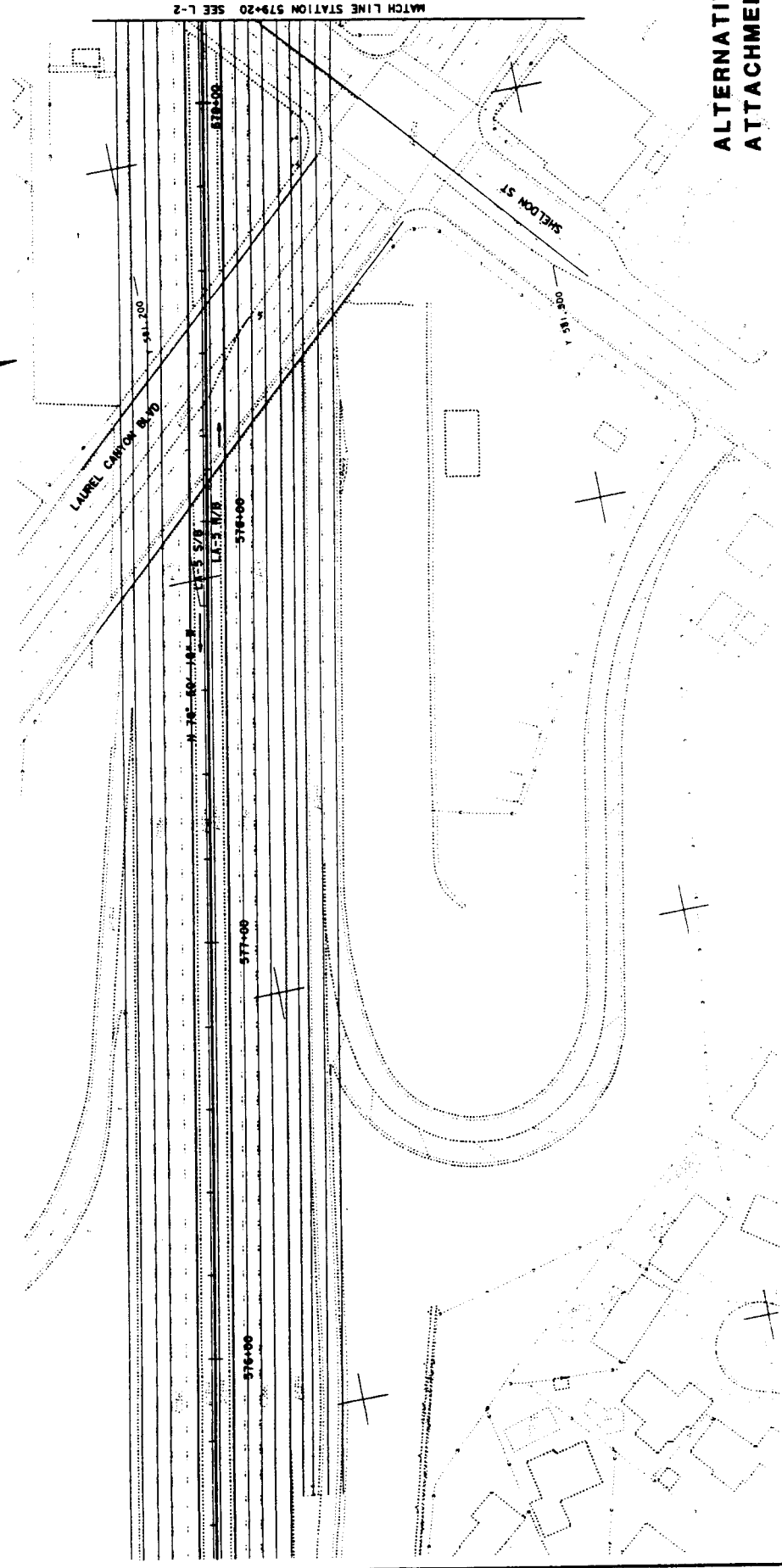
The State of California, by its engineers or architects, and not by its representatives for the purpose of engineering or architectural work.



HOV PROJECT
LA-5/170-5/118
KP 58.00 TO 63.4 (PM 38.0 TO 39.4)
07264-121900
LAYOUT PLAN FOR ALTERNATIVE # 3
SCALE 1:1000

- LEGEND**
- ☐ NEW STRUCTURES
 - ☐ H.O.V. LANES
 - ☐ PAVEMENT WIDENING/NEW PAVEMENT
 - ☐ RAMP MODIFICATIONS
 - ☐ BARRIER

DATE	REVISOR	REVISION
DATE	DESIGNED BY	CHECKED BY



ALTERNATIVE # 3
ATTACHMENT C2
L-1

FOR REDUCED PLANS 30131MAL

00-00-00

DATE: 03/10/00

00-00-00

L-1A

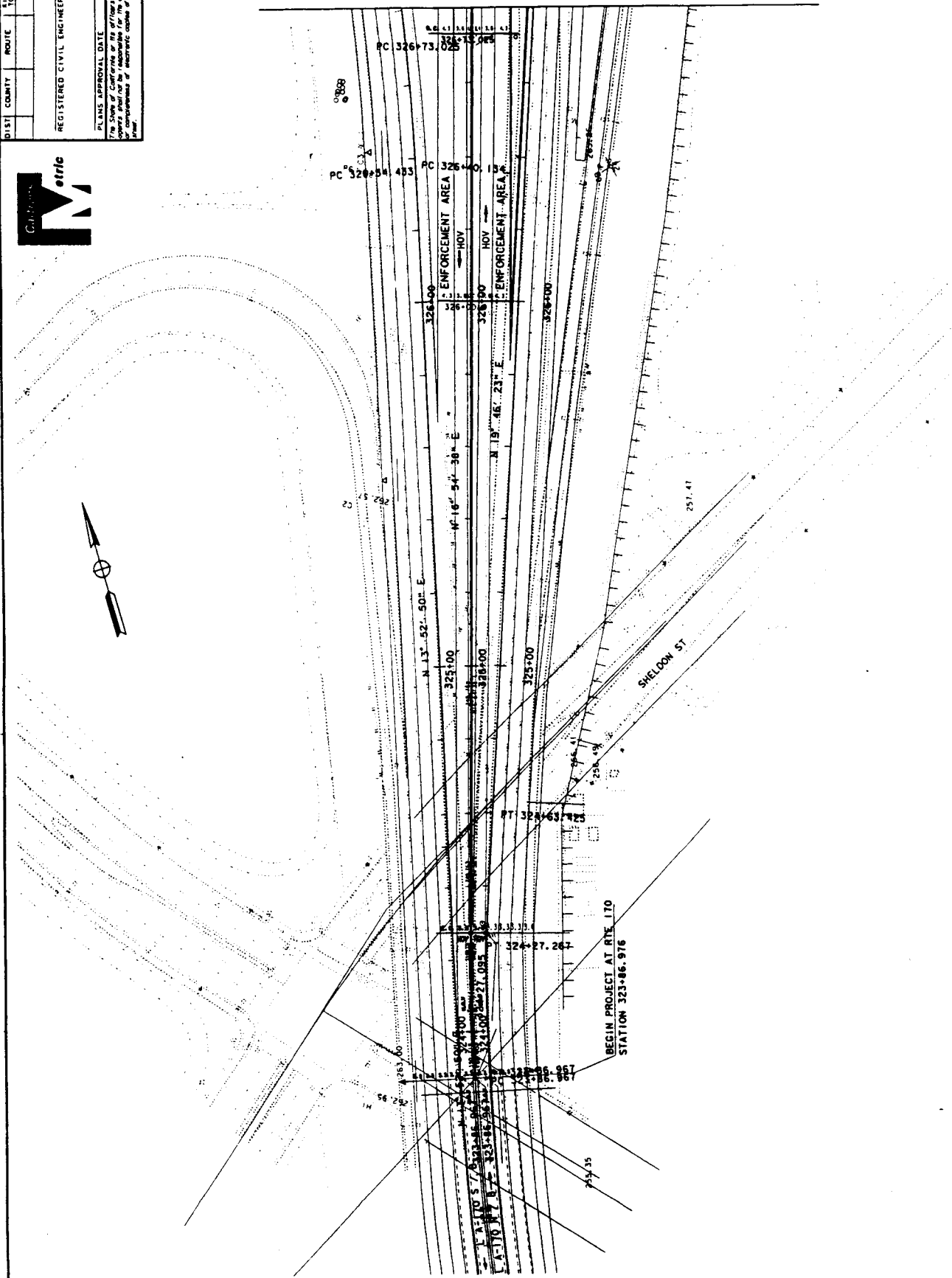
MATCH LINE SEE L-2A

DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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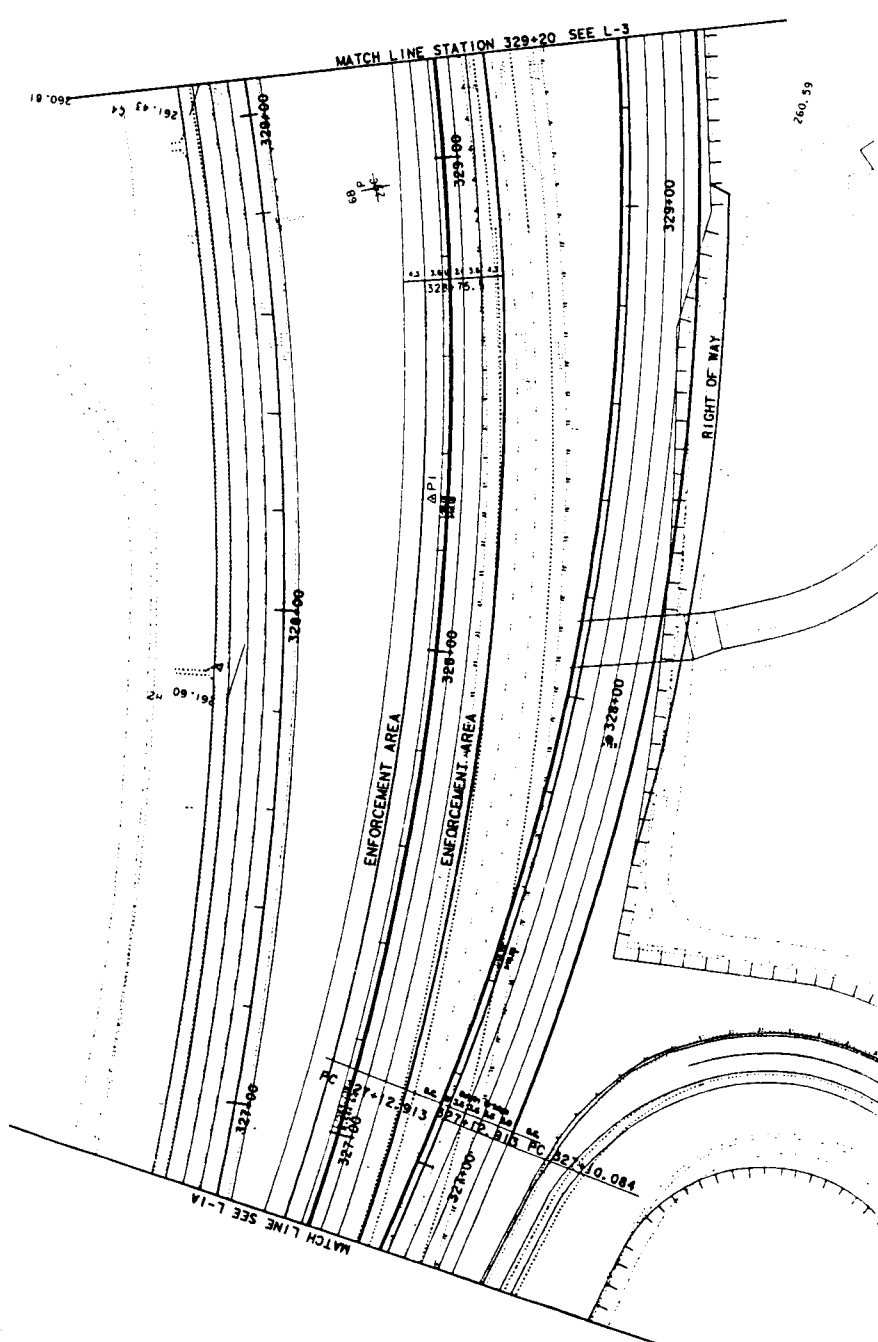


260.59

RIGHT OF WAY

MATCH LINE STATION 329+20 SEE L-3

MATCH LINE SEE L-1A



DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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CHECKED BY	DATE REVISID
DESIGNED BY	REVISID BY

PROJECT ENGINEER

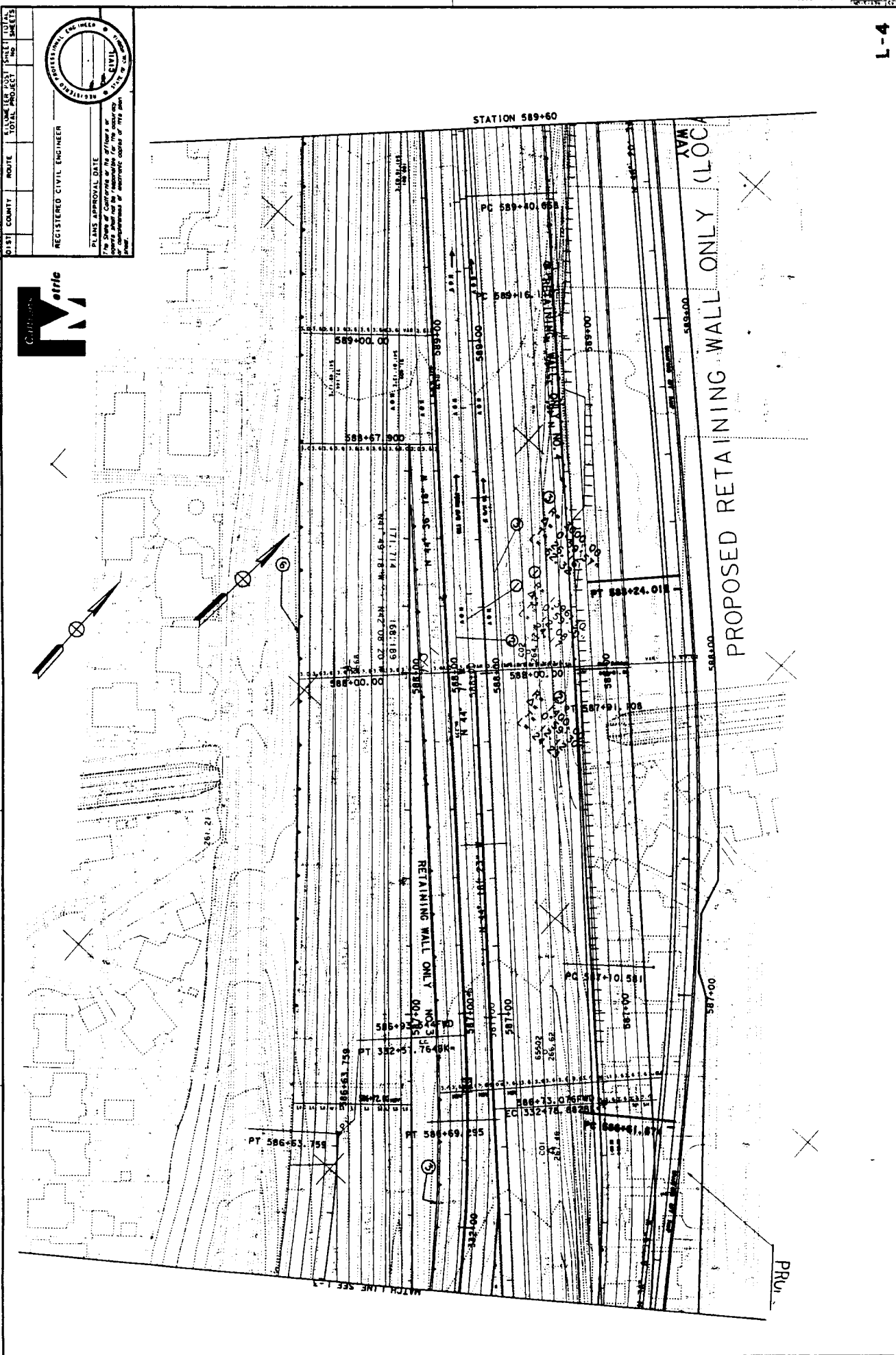
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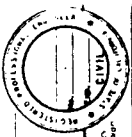
15 (15/00)

SHEET NO.	COUNTY	ROUTE	ELEVATION POST	SHEET TOTAL	SHEETS
REGISTERED CIVIL ENGINEER PLANS APPROVAL DATE The State of California or the Office of the Engineer and Surveyor shall not be responsible for the accuracy or completeness of the information or data furnished herein.					



DESIGNED BY	CHECKED BY	DATE REVISID
REVISID BY		





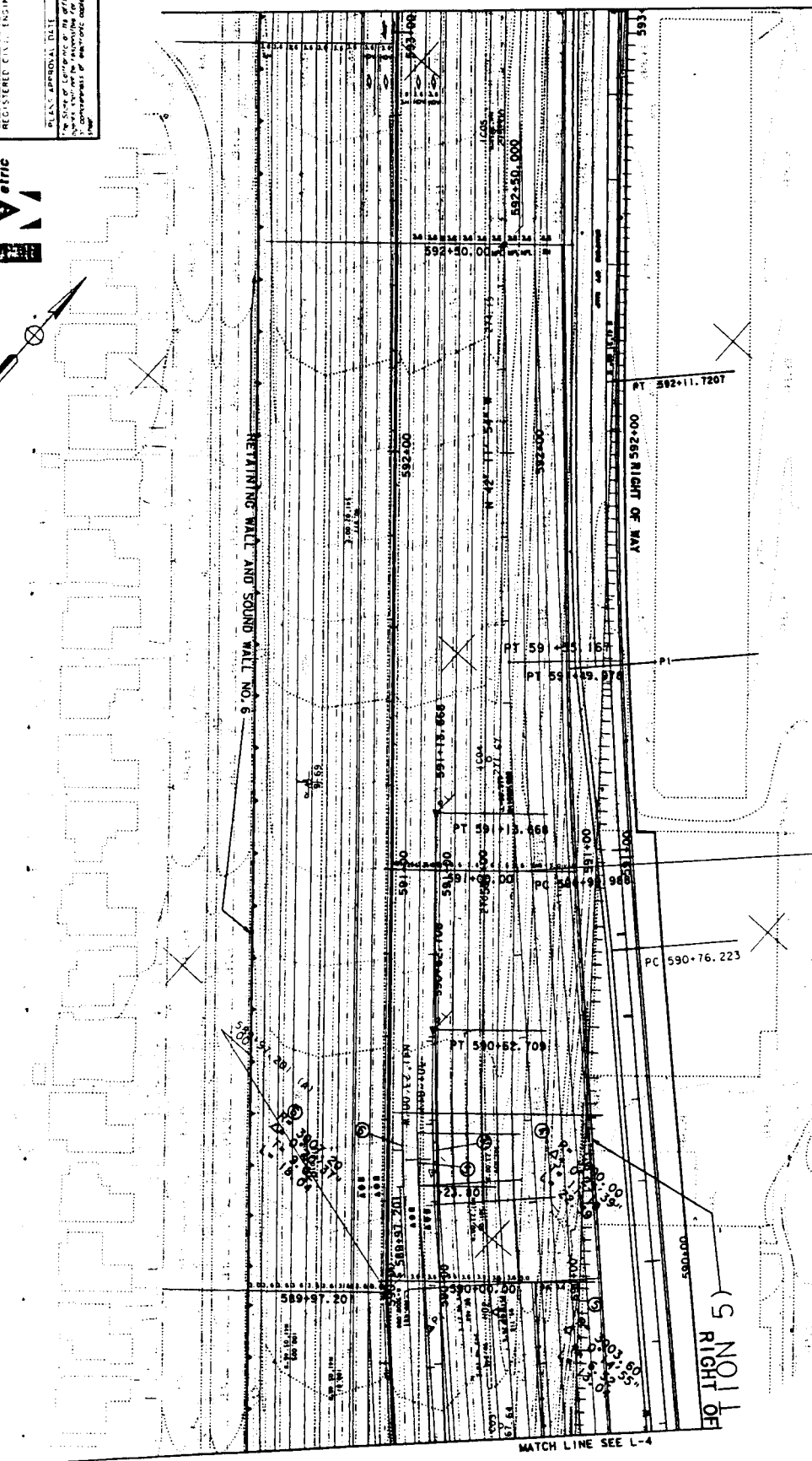
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PLAN APPROVAL DATE

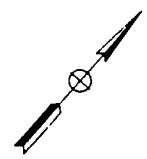
THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE PROJECT BY

APPROVED FOR THE PROJECT BY



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		DESIGNED BY		CHECKED BY		DATE REVISOR	
DATE		CALCULATED		DESIGNED BY		CHECKED BY		DATE REVISOR	



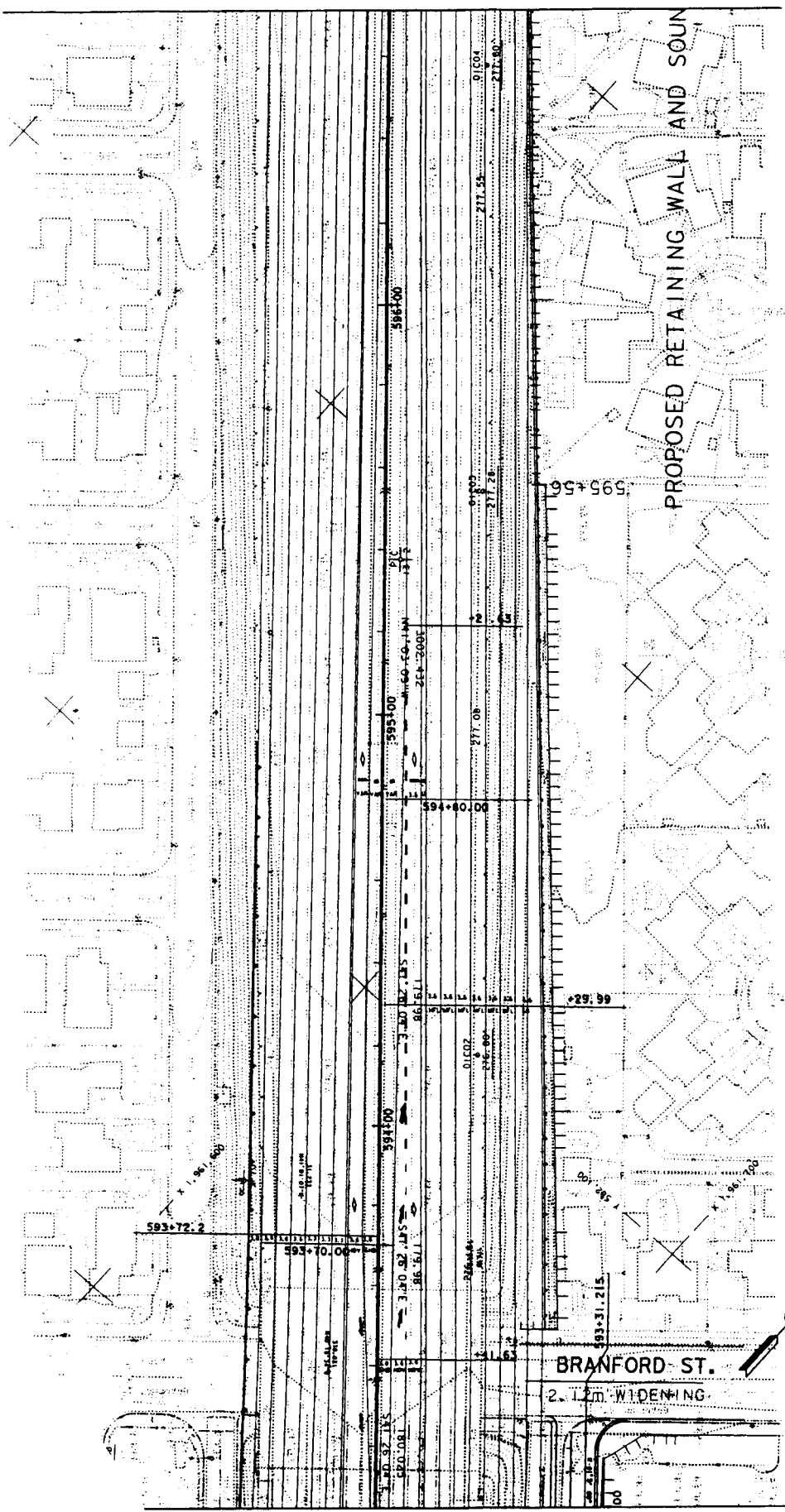
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

REGISTERED CIVIL ENGINEER

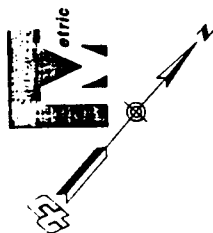
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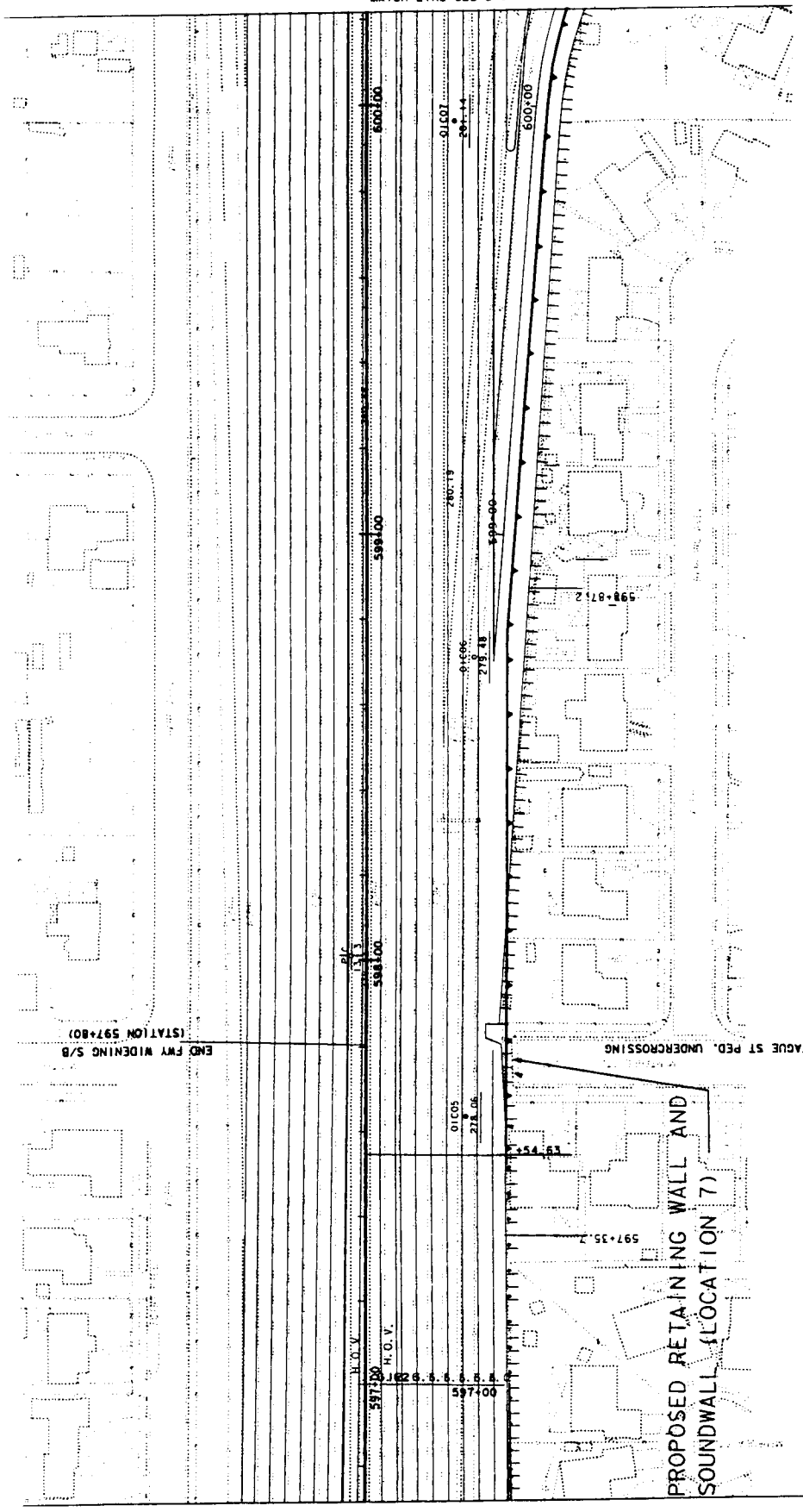
MATCH LINE SEE L-5

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CALCULATED/DESIGNED BY		CHECKED BY		DATE REVISED	



REGISTERED CIVIL ENGINEER
J. R. HARRIS, P.E.
The State of California, by the Department of Transportation, has approved the design of this project for construction of electric roads. It is the responsibility of the engineer to provide the design and construction of the electric roads.



END Fwy WIDENING S/B
(STATION 597+80)

MONTAGUE ST PED. UNDERCROSSING

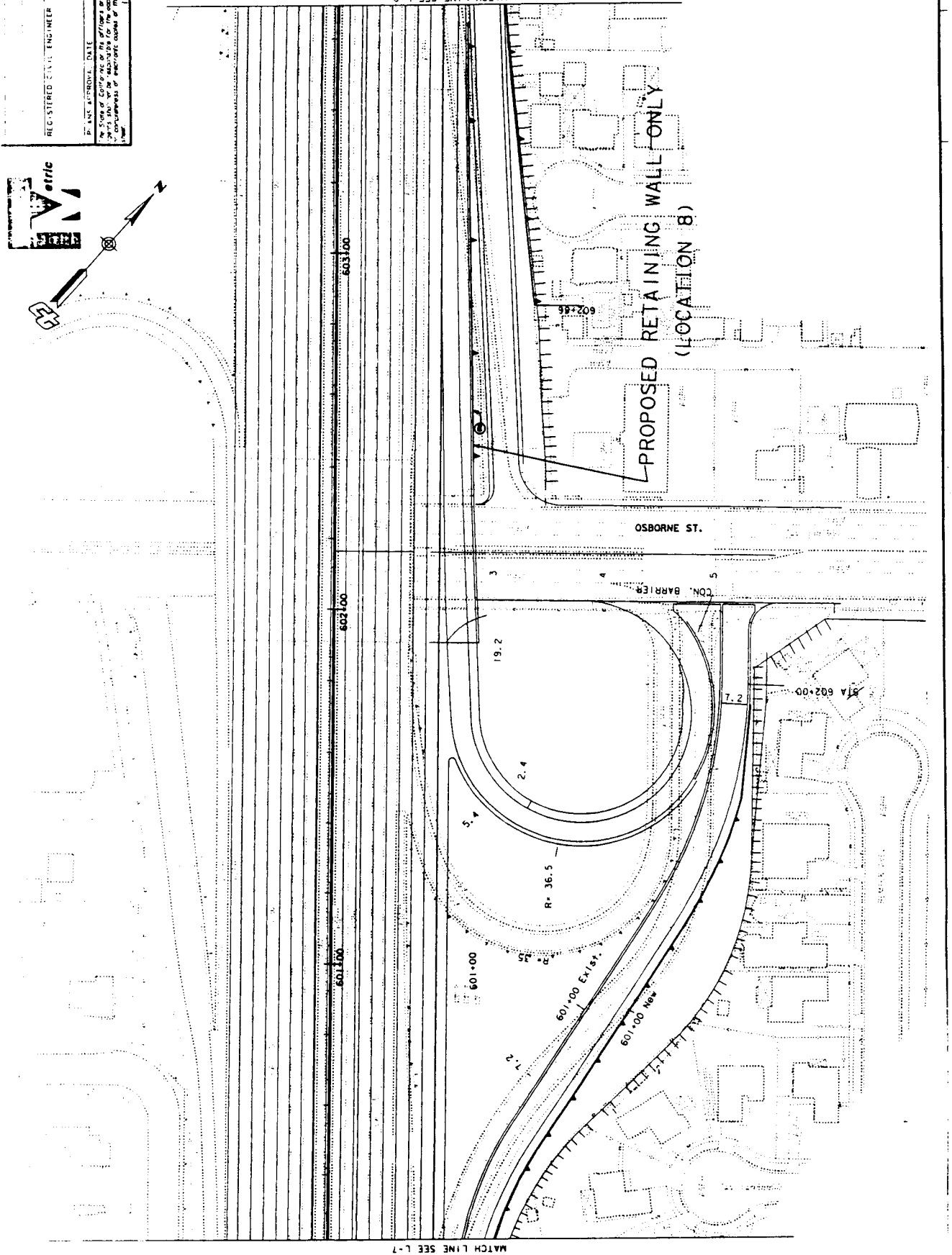
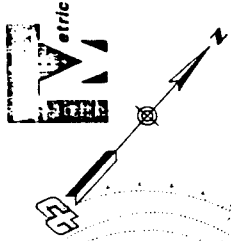
PROPOSED RETAINING WALL AND
SOUNDWALL (LOCATION 7)

MATCH LINE SEE L-6

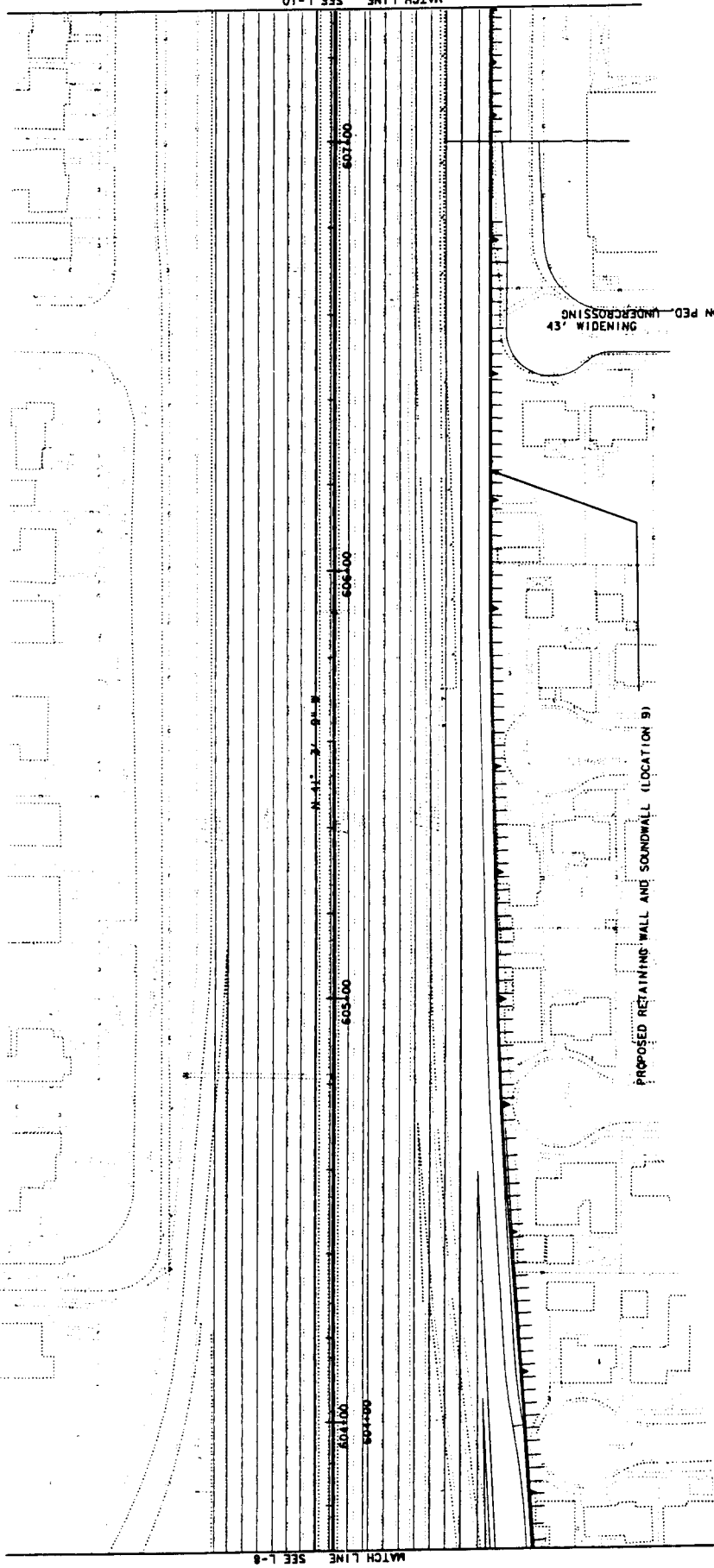
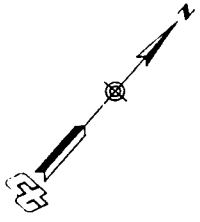
MATCH LINE SEE L-8

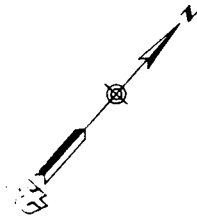
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		DESIGNED BY		CHECKED BY		DATE REVISED	
DATE		DESIGNED BY		CHECKED BY		DATE REVISED		DATE	

REGISTERED CIVIL ENGINEER	
DATE	DATE
The State of California, by the Office of the Engineer, hereby certifies that the above-named engineer is duly licensed and qualified to practice his profession in the State of California.	



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	
PROJECT ENGINEER	
CALCULATED/DESIGNED BY	DATE
CHECKED BY	DATE REVISED





GOLETA ST.

MATCH LINE SEE L-9

MATCH LINE SEE L-11

608+00

609+00

610+00

PROPOSED RETAINING WALL ONLY (LOCATION 9)
(FROM STA. 606+82 TO STA. 610+72)

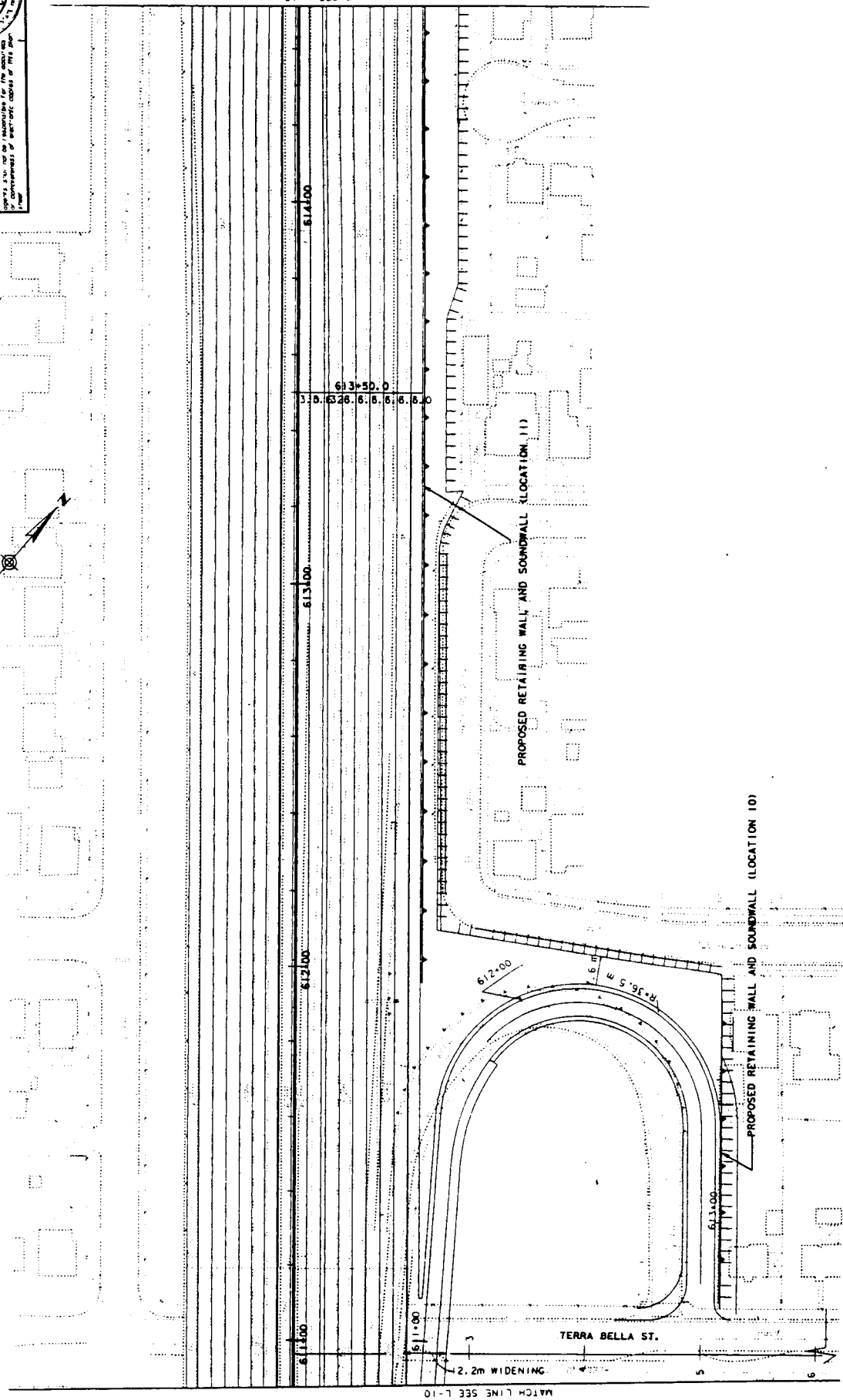
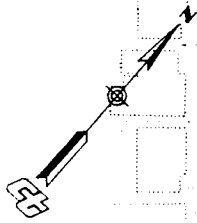
REGISTERED CIVIL ENGINEER

DATE

APPROVAL DATE

CIVIL

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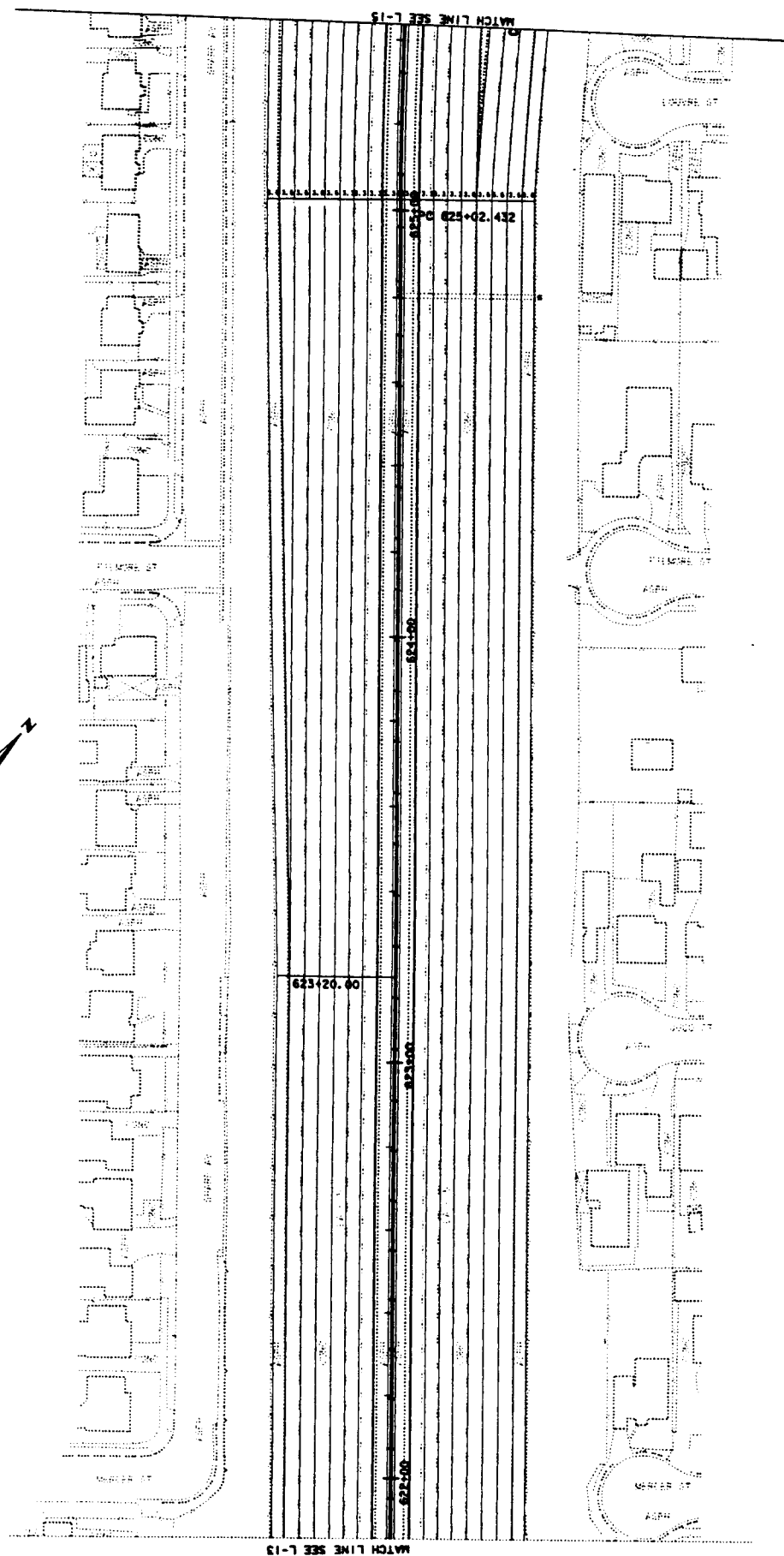
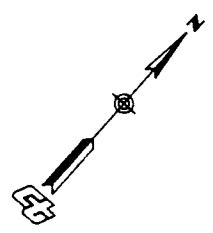


MATCH LINE SEE L-12

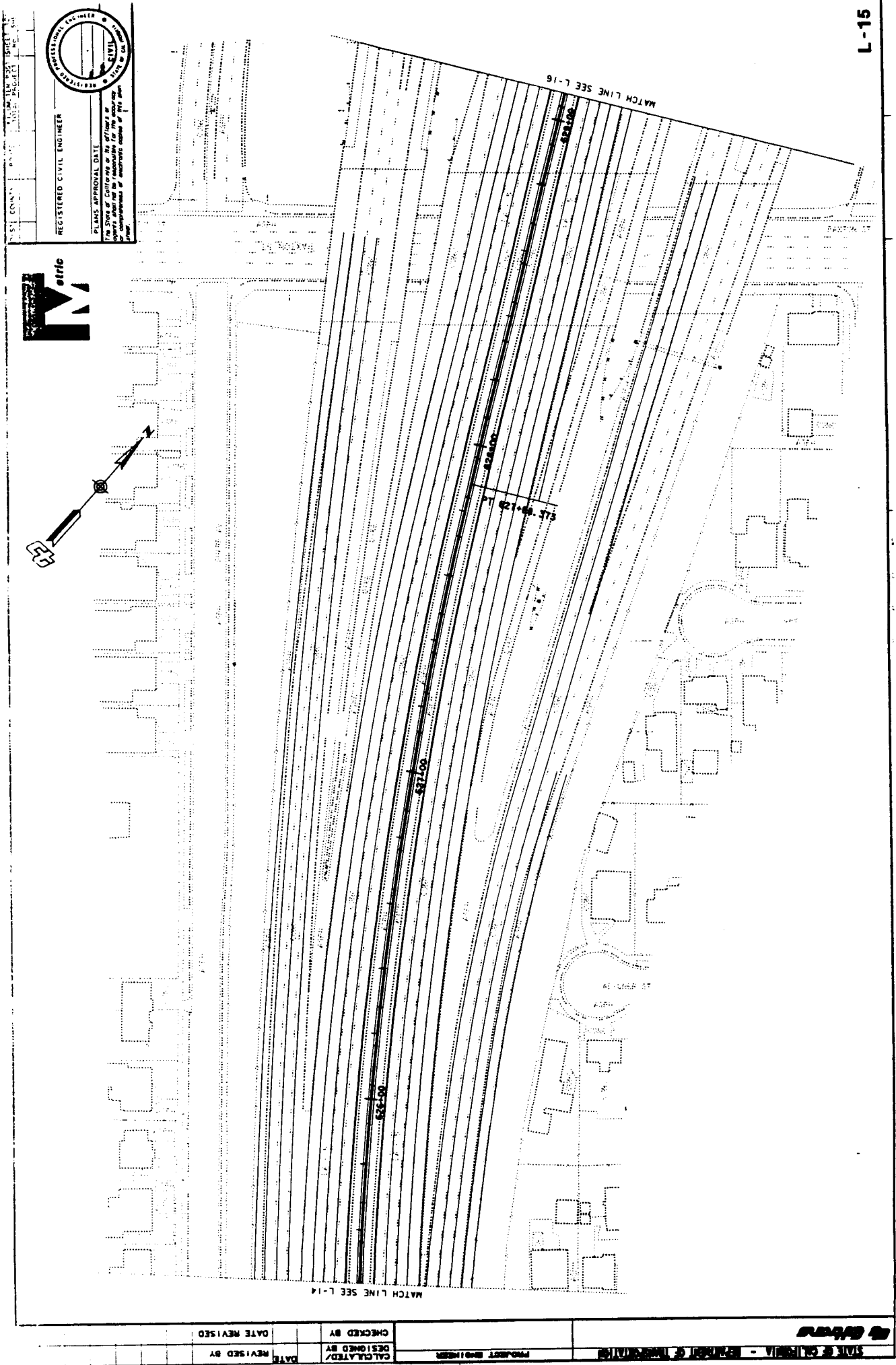
MATCH LINE SEE L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CALCULATED/DESIGNED BY		CHECKED BY		DATE	
								DATE REVISED BY	
								DATE REVISED	

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California for the Office of
 Engineers and Surveyors is responsible for the accuracy
 and completeness of electronic copies of this plan.
 REGISTERED CIVIL ENGINEER



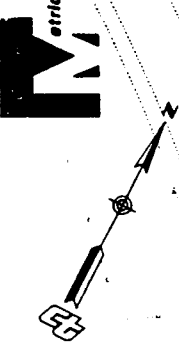
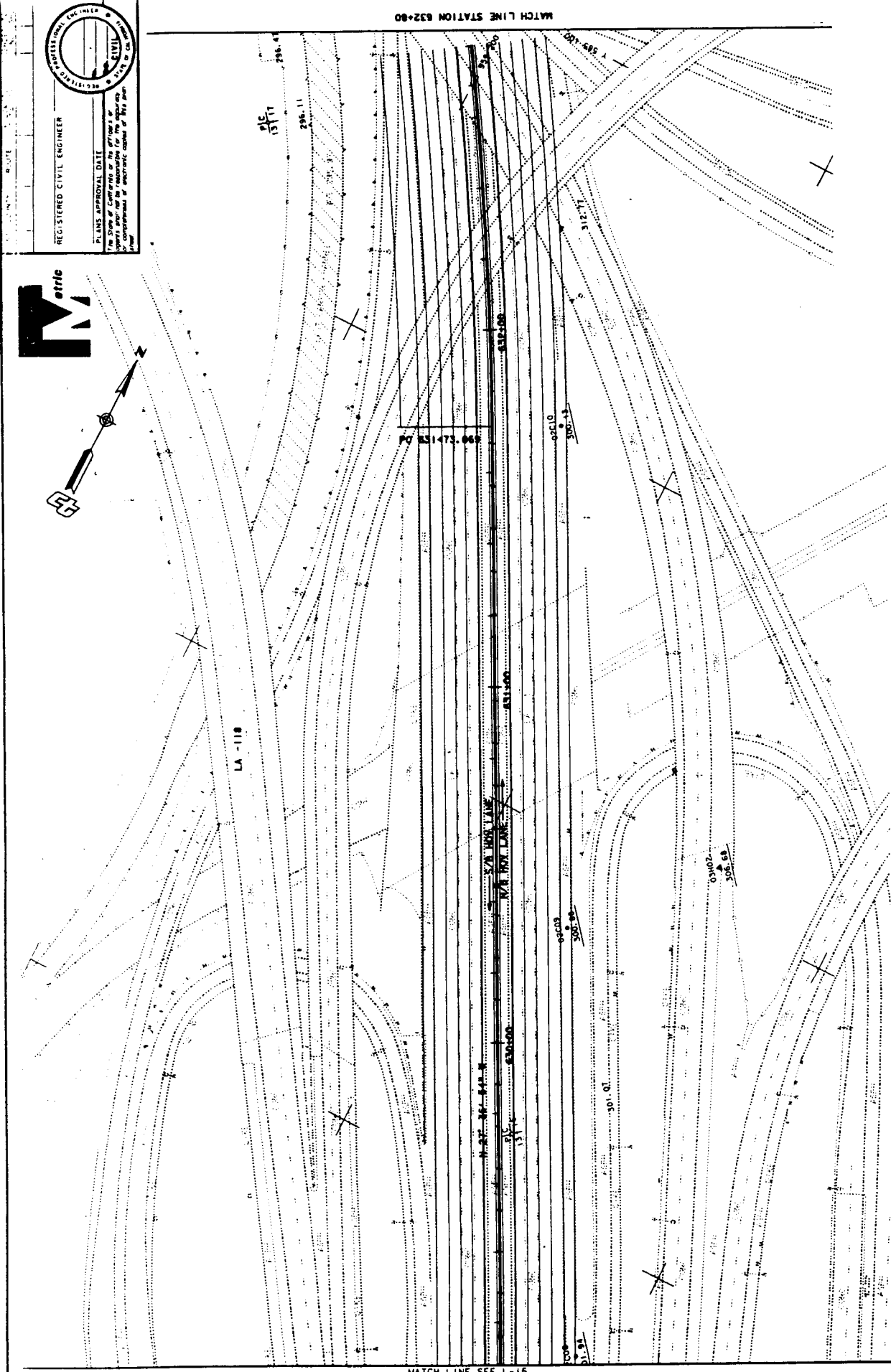
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CHECKED BY		DATE	
DESIGNED BY		DATE		REVISOR		DATE	
DATE		REVISOR		DATE		REVISOR	



REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
I hereby certify that I am a duly Licensed Professional Engineer in the State of California and that I am responsible for the accuracy of the information shown on this plan.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT 200-100000	
CALCULATED/DESIGNED BY	CHECKED BY	DATE REVISOR	DATE REVISOR



REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
The State of California, Department of Transportation
I, _____, hereby certify that the above is a true and correct copy of the plans as approved by me.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/DESIGNED BY	CHECKED BY	DATE REVISID

APPENDIX L

EXOTIC INVASIVE SPECIES

APPENDIX L - Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

Scientific Name (origin)	Common Name	Family
<i>Aptnia cordifolia</i> (So. Africa)	dew plant	Aizoaceae
<i>Arctotheca calendula</i> (So. Africa)	capeweed	Astersaceae
<i>Arctotheca stoechadifolia</i> (So. Africa)	large-flowered African daisy	Astersaceae
<i>Carpobrotus edulis</i> (So. Africa)	hottentot fig	Aizoaceae
<i>Carpobrotus chinenisis</i> (So. Africa)	sea fig	Aizoaceae
<i>Cistus spp.</i> (Europe)	rock rose	Cistaceae
<i>Cytisus spp.</i> (Europe)	Scottish or Spanish broom	Fabaceae
<i>Coreopsis gigantea</i> (no. Cal-hybridizes w/so. Cal sea dahlia)	giant sea dahlia	Asteraceae
<i>Cortaderia spp.</i> (Chile/Argentina)	pampas grass	Poaceae
<i>Dimorphotheca sinata</i> (So. Africa)	cape marigold	Asteraceae
<i>Drosanthemum spp.</i> (So. Africa)	rosea ice plant	Aizoaceae
<i>Eucalyptus globosus</i> (Australia)	blue gum	Myrtaceae
<i>Ganzania linearis</i> (So. Africa)	ganzania	Asteraceae
<i>Genista spp.</i> (Canary Islands)	broom	Fabaceae
<i>Hedera helix</i> (Eurasia)	English ivy	Araliaceae
<i>Lampranthus coccineus</i> (So. Africa)	ice plant	Aizoaceae
<i>Malephora crocea</i> (So. Africa)	croceum ice plant	Aizoaceae
<i>Osteospermum ecklonis</i> (So. Africa)	African daisy	Asteraceae
<i>Pennisetum spp.</i> (Africa)	fountain grass	Poaceae

APPENDIX L (cont.) - Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

Scientific Name (origin)	Common Name	Family
<i>Schinus molle</i> (So. America)	Peruvian pepper tree	Anacardiaceae
<i>Schinus terebinthifolius</i> (So. America)	Brazilian pepper tree	Anacardiaceae
<i>Spartium junceum</i> (Mediterranean)	Spanish broom	Fabaceae
<i>Trifolium fragiferum</i> (Europe)	strawberry clover	Fabaceae
<i>Trilolium hirtum</i> 'Hyron' (cultivar?)	hyron rose clover	Fabaceae
<i>Vinca major</i> (Europe)	greater periwinkle	Apocynaceae

APPENDIX M

TRANSCRIPT FROM PUBLIC HEARING

1 STATE OF CALIFORNIA
2 DEPARTMENT OF TRANSPORTATION
3
4

5
6 CALTRANS PUBLIC HEARING
7 INTERSTATE 5 HOV LANES FROM SR 134 TO SR 118

8 TRANSCRIPT OF PROCEEDINGS

9 August 15, 2000

10 6:00 P.M.

11 Byrd Middle School
12 9171 Telfair Avenue
13 Sun Valley, California
14
15
16
17
18
19
20
21
22
23
24
25

26 REPORTED BY:

27 Jennifer W. Pertusati,
28 CSR. No. 11306
Our File No. 1-66052

1 APPEARANCES:

2

3 JOE BRAZILE, Public Affairs

4

5 PAI-KAI WANG, Project Management

6

7 PAT SULLIVAN, Project Development D

8

9 GAJRAJ TYAGI, Project Development

10

11 JINOUS SALEH, Environmental Planning

12

13 LORNA FOSTER, Caltrans Right-of-Way

14

15 STEVE DEVORKIN, Video Production

16

17 GARRETT DAMRATH

18

19

20

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P R O C E E D I N G S

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* * *

4

5 PAI-KAI WANG: Good evening, everybody. My
6 name is Pai-Kai Wang. I am a project manager for
7 Caltrans District 7.

8 Before I make the opening statement, I would
9 like to introduce the staff from Caltrans. To my right
10 is Jinous Saleh. She is for Environmental Planning.
11 And seated next to her is Gajraj Tyagi. He is from
12 Design. And sitting next to Tyagi is Pat Sullivan, who
13 is also from Design. And over there is Lorna Foster.
14 She is for Right-of-Way. Any questions regarding
15 relocation, you can talk with her. And sitting next to
16 the door is Joe Brazile.

17 If anybody wants to speak, if you would fill
18 out an information card first, then you can come over
19 and then speak.

20 The purpose of today's hearing is to give the
21 public an opportunity to review and comment on the
22 proposed I-5 HOV-lane project from 134 to 118.

23 What we would like to do is, we are going to
24 put in one additional HOV lane in the median in each
25 direction. And in the meantime, we will calculate in
26 the same number of general purpose lanes. With that, we
27 can reduce traffic congestion and maintain the level of
28 service -- the current level of service for the year

1 2020.

2 The proposed HOV lane, which is
3 high-occupancy-vehicle lane or car-pool lane, actually
4 consists of two projects; one project from 134 to 170 --
5 you can see the design this way on my left side -- and
6 then there is another project from 170 to 118. It's on
7 my right side. The first project is 9.3 miles. The
8 second project is about 3.4 miles long.

9 For each -- for the first project, 170 to 118,
10 we have five alternatives. The first is the no-build
11 alternative. And then we have Alternatives 2 and 3, and
12 Alternatives 2A and 3A. 2 and 3 are very similar, and
13 2A and 3A are very similar. Alternative 3 is preferred,
14 and we have the displays in the back.

15 For this project, we have three alternatives.
16 Alternative 1 is the no-build alternative, Alternative 2
17 and 3, and 3 is also our preferred alternative.

18 For the preferred alternative, we have inside
19 and outside widening within the existing right-of-way.
20 There will be some right-of-way acquisition, some
21 modification of the structure. Generally we could have
22 a new structure on the city -- Burbank Boulevard
23 over-crossing. The existing one would be replaced and
24 rebuilt. And, also, we can do -- replace 5/170
25 connector. We are going to put a new one for HOV
26 connector and put another for 5/170 for the general
27 public's lane.

28 We are going to build a soundwall along the

1 side of the freeway in most of the residential areas.

2 We would put an HOV bypass lane.

3 The total cost for the preferred alternative
4 for the first project, the 134 to 170, is \$115 million.
5 And from 170 to 118, the cost is \$91 million.

6 The construction time for 134 to 170, I think,
7 will begin in the middle of 2004, and the construction
8 will end in the spring of 2007.

9 The second project, 170 to 118, will begin
10 construction September 2004 and end in the middle of
11 2007.

12 The funding for these projects for design and
13 developmental work is from the State Special Funding.
14 And the construction, we are looking for the money from
15 MTA. They have a program they call bi-annual "Call for
16 Project."

17 And we are going to let the public review the
18 project until September 8th of this year. And we are
19 anticipating environmental work will be approved by
20 October 2000.

21 With that, I am going to give time for Pat.
22 Pat is going to talk about the detailed design of her
23 project.

24 PAT SULLIVAN: Good evening.

25 Our project is from the 134 to 170 interchange,
26 approximately 10 miles. We have one HOV lane in each
27 direction and four multi-use lanes in each direction.
28 And this project includes soundwalls.

1 We have five options. The first option is a
2 no-build option --

3 STEVE DEVORKIN: Excuse us. Excuse us. The
4 court reporter can't hear you. Would you put the
5 microphone closer to your mouth?

6 Thank you

7 PAT SULLIVAN: Okay. Thank you.

8 We have five options.

9 Is that better?

10 Option 1 is a no-built option. Option 2 and
11 Option 3 are similar to each other in concept. Option 2
12 includes extensive use of nonstandard lanes, which are
13 11-foot-wide lanes. Option 3 includes freeway widening
14 with more areas of 12 -- standard 12-foot lanes. For
15 either option the outside lane is always 12 foot.

16 Option 2A and Option 3A are similar in concept.
17 Option -- they involve reconstruction and redesign of
18 the southbound ramps at Burbank Boulevard. This is a
19 design for programs that would -- the end of which would
20 be at the frontage road just south of Burbank Boulevard.
21 The preferred option at this time is Option 3.

22 So I will take you through the project from the
23 Los Angeles River to Providencia. Option 3 includes
24 widening of the freeway, 12-foot lanes. The structures
25 will be widened on the outside and across the median.
26 Right now they are two separate structures, so that
27 median would be widened. At Western and Alameda, the
28 outside widening would be between the main lane and

1 connector road.

2 At Western Avenue there is another project, and
3 you might have noticed a small plan below the large one.
4 That's the Western Avenue project. It isn't clear
5 whether that will go before our project or slightly
6 after. But that will be constructed, and it will be
7 fully integrated and compatible with our project. But
8 it's not a part of our project today.

9 The Providencia overhead, which is the
10 structure over the railroad, that will be widened to
11 improve stopping sight distance, which is the distance
12 required to stop for an obstacle in the roadway as soon
13 as you see it.

14 The pedestrian over-crossing, which is at the
15 north side of the Providencia overhead, will be
16 reconstructed, but exact positioning of that isn't known
17 right now at this time.

18 Providencia to Burbank Boulevard, we are not
19 widening the freeway in that area on any option, and
20 that's to accommodate refusing the existing Olive Avenue
21 structure and the Magnolia structure.

22 Let me backtrack one moment. Between the Los
23 Angeles River and Providencia, Option 2 would involve
24 nonstandard, 11-foot lanes with no widening of the
25 freeway. For Option 3, the soundwalls would be rebuilt
26 to accommodate the freeway widening on Option 3.

27 At Burbank Boulevard -- for all options, there
28 will be a new Burbank structure to provide a

1 16-and-a-half-foot standard vertical clearance from the
2 freeway to the structure. That structure will be built
3 to accommodate any future widenings of the freeway in
4 the Valley Concept Report. And reconstruction of that
5 bridge will provide a structured staging and will
6 provide a service during construction so that you can
7 still pass from one side to the other. We haven't
8 defined exactly right now how we are going to do that,
9 but service will be provided there.

10 From Burbank Boulevard to Buena Vista, for all
11 options, we would be not doing widening. The current
12 soundwalls will remain in place. And the reason for
13 that is, there is a project coming up to improve the
14 ramp lane change.

15 I might backtrack another minute.

16 The reason for Option 2A and Option 3A, which
17 are the programs, would be to provide improved median
18 distance to the Empire Avenue ramps. However, that's
19 not the preferred option at this time, and that median
20 distance will be provided in some other manner.

21 From Buena Vista to Roscoe, all options include
22 widening of the freeway with 12-foot lanes, standard
23 lanes. There will be a CHP enforcement area in the
24 median of the freeway. Soundwalls will be rebuilt to
25 accommodate the freeway widening.

26 From Roscoe to the 170, there will be no
27 widening of the freeway on any options. There will be
28 nonstandard 11-foot lanes, and that's so we can reuse

1 the existing structures at Roscoe, Sunland, Providencia
2 Over-crossing, Penrose, Sun Valley Overhead, another
3 railroad structure, Tuxford, Lankershim, Laurel Canyon
4 Boulevard and Sheldon Street. We contemplate using
5 those structures as they are.

6 That concludes my description of our project.
7 Thank you very much.

8 PAI-KAI WANG: Thank you, Pat.

9 Next we have Tyagi to talk about his project
10 from 170 to 118.

11 GAJRAJ TYAGI: Good evening to all the people
12 who have come here to attend this public hearing. I am
13 from Caltrans in the Design Department there. My last
14 name is Tyagi. I will be talking about the special
15 program for the project starting from 170/5 interchange
16 to 118.

17 This project is from post mile 26 to 29.4, or
18 3.4 miles. Let me give a little bit of a rundown about
19 the project so that you can understand why this is the
20 preferred alternative there.

21 The idea here is that -- Caltrans started a
22 program for high-occupancy-vehicle lane by converting
23 the left shoulder and the median shoulder and taking
24 from that distance and making 11-foot lane off of the
25 existing right lane.

26 First is that -- there was one proposal. It is
27 on the basis of that because MTA wanted the program for
28 high-occupancy-vehicle use. So he is talking that

1 proposal that section for 3 miles, going between --
2 anywhere but between the 170 to 118.

3 If you see in the segment -- I can see behind
4 that segment there, that existing 170 or 5 Freeway you
5 can go to HOV lane starting from Olive to 170, the
6 median, northbound and southbound.

7 118, which is the other lane, it can go to the
8 HOV lanes starting from 118 going north -- and there is
9 an HOV lane program on 5 going up to the 14. And there
10 is a proposal, which you have HOV lanes from 134 to
11 170 -- (inaudible).

12 So what the first proposal is, is that there is
13 HOV lane through the converting, existing -- and making
14 it a nonexistent 11-foot lane. And what will happen, it
15 will actually go for 3 miles and then come back again --
16 that will happen in the -- for 3 miles and then change
17 the lanes a little bit. So this proposal, which is
18 Alternative #5 on the preferred alternatives, so that
19 existing 170 HOV lanes can go --

20 STEVE DEVORKIN: We are having a little
21 trouble. I guess speak a little slower. We are having
22 a little trouble keeping up with what you are saying.

23 GAJRAJ TYAGI: Oh, I am sorry.

24 STEVE DEVORKIN: If you can hold the microphone
25 a little further away.

26 GAJRAJ TYAGI: Sorry.

27 STEVE DEVORKIN: Your enthusiasm of the project
28 is wonderful.

1 GAJRAJ TYAGI: So with this Alternative No. 3,
2 we are saying it is the preferred alternative. Under
3 this alternate, existing 170 northbound connector, which
4 has only three mixed-flow lanes, will be converted
5 into -- HOV lanes from 170 for northbound and southbound
6 and end up in the 5 northbound -- 5 southbound. And
7 since this northbound existing 170 northbound connector
8 will be converted to HOV lanes, so those three lanes
9 which are used in existing mixed-flow lanes to take care
10 of that traffic we are proposing a brand new connector.
11 It will be used for the existing mixed-flow traffic from
12 170 or Hollywood Freeway. Only difference from today
13 that this will meet the existing 5 north off-site.
14 Right now 170 northbound connector traffic is meeting
15 inside of the 5 northbound. This will meet outside.
16 Since this connector will be constructed, so
17 some properties will be affected. After this, 13 houses
18 which would be affected between this freeway, and there
19 is some commercial properties, three commercial
20 properties, which will be affected.
21 And this way we will have six mixed-flow lanes,
22 one HOV lane, all for this distance of 3.6, left
23 shoulder will go 3 meters, and this 5 northbound for
24 this connector will go beyond Terra Bella. After Terra
25 Bella there are seven lanes. After this, three lanes go
26 to the 118 connector westbound, and four lanes go all
27 the way 5. So after Terra Bella, that -- we will bring
28 it back to the north -- (inaudible.) We will have an

1 outside lane open for the traffic, and that will go all
2 the way to the 14.

3 Since there is existing off-ramp at Branford,
4 it will be covered by this proposal, and we cannot take
5 any ramp which is being used by the people. So the
6 Branford off-ramp from the start from -- along with all
7 of it, but it will be where the Branford off-ramp site
8 now.

9 And due to this off-ramp situation, we will be
10 taking some properties, but it will be a soundwall
11 proposal next to this -- in design of Branford off-ramp,
12 and there will be soundwalls all the way up along the
13 houses because the freeway will be coming close on the
14 side of it, and on the south side of the 5, it was
15 constructed only few years back, will be using between
16 the -- to Branford, and we will be providing a soundwall
17 after taking out existing soundwall. And then we will
18 have nonstandard on that because we won't want to make
19 standard -- we will have to spend lot of money.

20 So the total cost for this is \$91.4 million.
21 And it will take about three years to design. Then
22 three years for construction, if everything goes well.
23 And this is the proposal which will have direct
24 connection for HOV lanes starting from 170 to 118 or 14
25 or starting from 134 to 118 or 14.

26 Anything you want to ask me, I will extend to
27 you or -- that's it. I am here.

28 PAI-KAI WANG: Thank you, Tyagi.

1 I hope everybody followed.

2 Now, we have a special presentation from Jinous
3 Saleh about the planning process.

4 JINOUS SALEH: Good afternoon, and thank you
5 for coming to tonight's meeting.

6 My name is Jinous Saleh, and I am a senior
7 environmental planner for Caltrans. We have prepared a
8 presentation to show you to give you information about
9 the proposal and project, about the process.

10 First of all, I'll go through the goals of this
11 public meeting. The goal of this public meeting is to
12 give the public an opportunity to be heard and to offer
13 the public an opportunity to review the proposal
14 alternatives and tentative schedule for implementation.

15 The purpose and need: HOV-lane improvement
16 would improve travel and operating conditions, reduce
17 congestion, maintain acceptable level of service,
18 improve congestion and reduce accident rates, improve
19 air quality, and encourage ride sharing.

20 The goals of these two projects are
21 constructing HOV lanes in both directions, filling the
22 gaps to create a fully connected HOV network, eliminate
23 traffic disruption, freeway-to-freeway HOV connection,
24 facilitate the improvement of Rapid Transit System, and
25 finally, to provide soundwalls.

26 Just a moment. He just passed this.

27 Can you get it?

28 Okay. Pro -- the alternatives -- as it was

1 discussed, we have two projects. For Route 134 to 170,
2 we have Alternatives No. 1, 2, 2A, and 3 and 3A. And
3 for Route 170 to 118, we have Alternatives 1, 2, and 3.

4 Project status and funding: The proposed
5 projects are consistent with goals and objectives of the
6 regional, state and local planning and programing. And
7 MTA will fund the projects through its bi-annual "Call
8 for Projects" process.

9 The role of the Office of Environmental
10 Planning is to identify potential environmental impacts
11 of the proposed project, work with the project design
12 team to avoid, minimize or mitigate project impacts,
13 conduct outreach efforts to get input from the agencies
14 and the public, and prepare environmental documentation
15 for the project and obtain clearance from the state and
16 federal agencies.

17 The process: For this project we initiated
18 environmental aesthetics on December 15, '97. We
19 notified public and agencies by scoping through a
20 scoping process on January 28th, '98. We prepared a
21 draft environmental document, which is in circulation at
22 this time. We received state and federal review and
23 approval. We circulated the document for public
24 comments. The circulation started on July 21st, 2000.
25 We are holding tonight's meeting, which is August 15,
26 2000. The end of the public-review period would be
27 September 8, 2000. And final project approval is
28 expected to be on October 30th, 2000.

1 What is next?

2 After this meeting and at the end of the
3 public-review period, we incorporate all the comments,
4 concerns and the study results into the final
5 environmental document. We determine most reasonable
6 and feasible alternative and option that meets the
7 project purpose and need. We prepare the final
8 document, and we approve the final document.

9 Design and construction: Project design is
10 scheduled to begin in spring 2001. Construction is
11 scheduled to begin in September and October 2004 for the
12 two projects. And project construction is scheduled for
13 completion in May and June 2007.

14 Public involvement: We mailed scoping letters
15 to elected officials and public agencies, and we
16 published a scoping notice in L.A. Times, San Fernando
17 Edition, La Opinion, Record Ledger, Daily News and
18 Glendale News Press.

19 Notice of the public hearing was published in
20 these newspapers on July 21st, 2000 and August 8, 2000.
21 We sent direct mailings to affected areas on July 31st,
22 2000, and we did a press release in local media group
23 and internet on July 21st, 2000.

24 I will briefly go to some of the impacts,
25 environmental issues and impacts. One of the issues are
26 property acquisitions. The number of commercial
27 properties impacted by the two alternatives ranges from
28 21 to 26. The number of residential properties impacted

1 ranges from 12 to 13.

2 Full and partial property acquisition would be
3 paid fair market value. While businesses are subjected
4 to displacement, would be provided with relocation
5 benefits per state and federal laws.

6 Our Right-of-Way agent, Ms. Lorna Foster, will
7 have a presentation after me, and we will discuss this.

8 And, also, I wanted to emphasize that we are at
9 the planning stage at this time. When we go to the
10 designing stage, these numbers that you review are
11 subject to change when we are finalizing our designs,
12 and the numbers may reduce or increase. So they are not
13 definite at this time.

14 Other issues and impacts are biological. Some
15 decorative shrubs and trees will be removed, but they
16 will be replaced with native plant species when
17 possible.

18 Visual: New retaining and soundwalls will
19 receive an architectural treatment that would complement
20 the aesthetics of the surrounding neighborhood.

21 Noise levels: The noise level will increase in
22 some areas. To mitigate freeway noise, soundwalls will
23 be constructed as part of this improvement along with
24 project route where there are residential land uses.

25 Water quality: A storm-water-pollution-prevention
26 plan will be developed prior to construction to ensure
27 compliance with Regional Water Quality Control Board
28 procedures and requirements.

1 Construction: All construction activities will
2 be conducted in accordance with Caltrans standard
3 specifications and procedures and all federal, state and
4 local regulations to minimize the construction impact.
5 A traffic-management plan will be developed to minimize
6 disruption to traffic during construction.

7 My presentation is finished at this time, but I
8 would like to encourage all of you to fill out the
9 comment cards or mail your comments after the meeting,
10 any comments, any concerns you have, and we will try to
11 provide a response to your comments in a final document.
12 Or if you want, you can -- after our presentation, you
13 can go to the court reporter and record your opinion and
14 your comments.

15 Thank you.

16 PAI-KAI WANG: Thank you, Jinous.

17 Next we are going to provide our Right-of-Way
18 agent, Lorna Foster, to talk about the benefits and
19 relocation.

20 Lorna.

21 LORNA FOSTER: Good evening. My name is Lorna
22 Foster. I am with the Office of Aquisition and
23 Relocation Assistance, and I am here to discuss today in
24 brief what the right-of-way process is and the number of
25 impacts according to the preferred alternative.

26 First of all, the impacts: There are two
27 segments which have been discussed. Under Segment 134,
28 Route 134 to 170, there are 12 to 13 single-family

1 residences that will be impacted. These will be
2 full-acquisition impacts, which means that we could
3 acquire the entire property. There are also 20
4 commercial properties under this particular segment.
5 They are part of a business part of it.

6 Under Segment Route 170 to 118, there are only
7 one to three commercial impacts on that. There are no
8 single-family residences or other residential properties
9 involved.

10 The process for right-of-way usually begins at
11 the appraisal -- at the time of appraisal, which is to
12 determine the fair market value of the property. Then
13 an acquisition agent would contact the property owner to
14 discuss the acquisition of his or her property and to
15 make an offer of compensation based on the fair market
16 value and also discuss the eligibility for relocation
17 benefits.

18 Since there are two types of properties being
19 acquired, residential and business, there are two types
20 of relocation-benefit programs. I have copies of the
21 plans at my desk back there, and anyone who is going to
22 be impacted with residential or business may want to get
23 a copy from me after the presentation after -- after the
24 comment period.

25 The relocation benefits apply to those
26 properties that are required in whole for the business
27 and require the removal and replacement of their
28 business.

1 We also caution that you do not do anything
2 until someone contacts you from the Right-of-Way office
3 concerning your property if you are one of the
4 properties going to be impacted because everybody's
5 eligibility requirements are different according to the
6 type of property and the particular on your property,
7 whether business or residential property, and you could
8 forfeit some of your eligibility if you proceed before
9 someone comes to talk to you.

10 Right-of-way activities will probably begin for
11 Segment 170 to 118 in spring of 2002. This is also
12 subject to change. It could be a little earlier. It
13 could be a little later depending on design changes,
14 realignments and things like that.

15 Segment 134 to 170 is slated between, I would
16 say, late spring, early summer of 2002, and the process,
17 like I said, begins with the appraisal process. So that
18 doesn't mean necessarily someone will actually come out
19 and make an offer on your property. It just would mean
20 someone from the appraisal office would come or make an
21 appointment to appraise the property.

22 So if you have any questions at the end of this
23 comment section, you can come back, and I can answer
24 some specific questions about your property and go over
25 some of the materials that I have with me.

26 Thank you.

27 PAI-KAI WANG: Thank you, Lorna.

28 Now it's time for public to come forward and

1 speak. If you want to speak, please go to Joe and fill
2 out the information card first and come forward.

3 Okay. Do you want to speak first?

4 UNIDENTIFIED SPEAKER: Sure.

5 PAI-KAI WANG: Please come forward and give us
6 your name.

7 UNIDENTIFIED SPEAKER: Should we take them in
8 order?

9 PAI-KAI WANG: Unfortunately there is no order
10 here.

11 Is it Patrick Perry?

12 Sorry.

13 Okay. Patrick Perry, can you come forward?

14 Okay.

15 PATRICK PERRY: My name is Patrick Perry. I am
16 here on behalf of the Selman Retail Partners (phonetic.)
17 They are developing the retail center which is located
18 on the west side of the freeway at Empire Avenue and
19 Burbank Boulevard along Victory Place.

20 We received some information which indicated
21 that the improvements that are planned along that
22 portion of the freeway may result in relocation of a
23 portion of the railway right-of-way, which is along
24 Victory Place, and that that relocated railway
25 right-of-way would then encroach on the property that is
26 proposed for the retail center there.

27 I went through the initial study. I have also
28 listened to the presentations and looked at the diagrams

1 in the back. That's not indicated anywhere.

2 I am seeking clarification as to whether or not
3 there is to be -- any of these plans would involve
4 relocation, and if so just to express our concerns that
5 that will result in substantial impacts to proposed
6 development issues, causing major redesign and
7 engineering of the proposed project.

8 We also understand that if the railway
9 right-of-way were to be relocated, there would be some
10 requirements for great separations along that segment,
11 which would mean uncertainties as to the streets that is
12 the site -- former Lockheed site, which has a history of
13 hazardous materials, and any excavation along there may
14 have some impact on these hazardous materials along
15 there.

16 So first of all, I am seeking clarification as
17 to whether or not that right-of-way will be affected.
18 And second of all, if there are any plans to address
19 those impacts as a result of that.

20 PAI-KAI WANG: Thank you.

21 For this project we are not going to do
22 anything on the railroad, but there is another project
23 that will affect the Empire project, and we are still in
24 the process through the planning. And at this moment,
25 we don't know how much it will affect.

26 But probably a year from now the project will
27 come true. Then we will have another hearing and try to
28 give you a better answer a year from now. But at this

1 time this project has nothing to do with the railroad.

2 Okay. The second person is Jack Rolston.

3 No.

4 Robert Rouge.

5 ROBERT ROUGE: That's close enough.

6 PAI-KAI WANG: Sorry.

7 ROBERT ROUGE: I am sure glad to see more of
8 you out here, especially at this hour of 6:00, 6:30,
9 because I know a lot of people are still commuting.
10 Part, of course, is because of the freeway problem up
11 here at the 170 and the 5 Freeway, which is what I am
12 here to address.

13 I have looked at your map very extensively,
14 looked at the colors, and I can understand you're trying
15 to resolve the problem there. However, one of the
16 things that I noticed is you want to extend the Branford
17 off-ramp.

18 Maybe you should turn it down just a tad so we
19 don't have feedback.

20 It appears that you're wanting to extend the
21 Branford off-ramp by at least three times longer, and I
22 don't understand why you want to do that when I have
23 used that ramp as well as the Osborne ramp, and there is
24 very little traffic by comparison that comes off that
25 ramp. So that ramp, the way it is, is very effective.

26 The reason that I am concerned about you
27 wanting to extend the Branford off-ramp past Sheldon
28 Street is that could impact, it appears, geographically,

1 the eastern side of Cranford Street.

2 Now, even though it's understandable that some
3 people will be displaced in doing this, and it's sad
4 that that has to happen, I don't see why it's necessary
5 to take both sides of Cranford. After all, the street
6 is still safe to stay there if half of Cranford is going
7 to stay there or the residences are going to stay there.
8 So I would advise that you leave the Branford off-ramp
9 alone and allow the traffic to exit where it presently
10 does and try to do as least an impact as possible.

11 I don't know how many other situations there
12 are in other areas because I haven't looked at the
13 others, but I would think that by doing that same
14 principle, that it would save a lot of eminent domain
15 and cost to the taxpayer.

16 Thank you.

17 PAI-KAI WANG: Thank you.

18 Tyagi, do you want to respond?

19 GAJRAJ TYAGI: Thank you. Thank you to the
20 gentleman who put this question.

21 I think his main concern is that the
22 off-ramp -- Branford off-ramp, which we are planning to
23 make it now, it seems to be quite long, and I think he
24 thinks that that is Branford off-ramp existing remain
25 over there.

26 But some of the people come to that place, then
27 I can extend that question better than over here. If
28 someone wants to come over there to that -- (inaudible.)

1 PAI-KAI WANG: Tyagi, try to finish in five
2 minutes. Okay.

3 (Discussion off the record.)

4 PAI-KAI WANG: Next person that wanted to speak
5 is Jerry Piro.

6 Jerry.

7 JERRY PIRO: My name is Jerry Piro, P-i-r-o. *

8 My main concern is around -- my main concern is
9 around Sunland Boulevard in Sun Valley and Penrose. I
10 have read several articles, your maps on that soundwall,
11 and the north side of the freeway is going to go from
12 Burbank into Sun Valley and Sunland Boulevard.

13 I have photos here that I would like to submit
14 that show that at Sunland Boulevard and south of it the
15 freeway is quite a bit lower -- quite a bit lower than
16 the surface street is, and it doesn't appear to be
17 necessary to have a soundwall there.

18 However, on Penrose the street is level with
19 the freeway. Not only is it level for sound, noise and
20 sight, there is a real ugly business that is all totally
21 exposed to everybody that's going past the freeway.

22 I've tried for months now to get them to plant
23 some bushes and trees and something to hide -- or the
24 soundwall would be even better. But I don't understand
25 why it should be a soundwall where it's not needed and
26 vice versa. We need a soundwall at the Penrose off-ramp
27 there.

28 The map doesn't seem to bother the footbridge

1 that goes across the freeway to our near-future home of
2 the Metrolink. That's going to be at the face of that
3 footbridge, so I guess your widening isn't going to
4 involve that.

5 PAI-KAI WANG: Yeah. Okay. I think the best
6 if we get you to put your comment on a sheet, and we can
7 give it -- and give you a written response.

8 Can you do that?

9 I know I have your card there.

10 JERRY PIRO: And the other thing is the
11 necessity of millions and millions of dollars of
12 widening the freeway. It's the same problem we had with
13 Water and Power, the toilet water, and the same problem
14 we have with schools. We're overpopulated, and yet no
15 one is addressing the problem of the zoning control.

16 I mean, you just tear up zoning laws right and
17 left. The desert, which is on the San Andreas fault,
18 they are talking about hundred of thousands of new homes
19 being built out there. That's why the freeway is being
20 widened to handle all the traffic that's backed up from
21 that off-ramp to the -- what is that? -- Antelope Valley
22 Freeway.

23 And so I think that the government ought to be
24 addressing the fact that we have zoning laws to protect
25 our quality of life, and they should quit trying to pack
26 us in like sardines and then spending more of our money
27 in order to try to compensate and never catching up.

28 PAI-KAI WANG: Okay. Thank you.

1 Again, I would like you to put your comment on
2 a card so we can give a written response.

3 JERRY PIRO: All right.

4 JINOUS SALEH: Your comment is being recorded.
5 Your comment is being recorded, so we will provide you a
6 response to your comments in the document.

7 JERRY PIRO: Then I wouldn't have to write this
8 all out again.

9 JINOUS SALEH: I just want to explain we don't
10 regulate zoning. We are in the transportation field.

11 JERRY PIRO: I know you don't, but it should --
12 it's the law.

13 JINOUS SALEH: Your concern about the
14 soundwall, our Noise Investigation Unit made a -- did a
15 noise reading through the entire corridor, and they have
16 their record of those noise readings. And wherever the
17 noise reading was -- were above the acceptable level and
18 wherever it was feasible, we provided a soundwall.

19 But if you give us a picture, and they have
20 your comment, we will provide the appropriate comments
21 and, you know, respond to your comments in the document,
22 and we will look at that area again.

23 JERRY PIRO: Good.

24 And at the level it is right now, it gets quite
25 windy when the wind shifts. When we get a wind coming
26 in from the ocean, the sound goes up. And if you are
27 going to be doubling -- adding two more lanes for the
28 desert community out there, then we are going to be

1 getting more noise.

2 But -- excuse me. Even if the sound level
3 isn't that high, we should have a wall of vegetation
4 just so this ugly, ugly street-level business is
5 obscured from view because Sun Valley's had a hard time.

6 I belong to Sun Valley's Improvement
7 Organization, and we are trying our best to improve the
8 area and give it -- it is suffering there, and it sure
9 would help if everybody on the freeway could see
10 something a little bit better than the construction
11 business. So I appreciate that.

12 JINOUS SALEH: Thank you.

13 PAI-KAI WANG: Thank you very much.

14 Next is Patricia Davenport.

15 PATRICIA DAVENPORT: Hello -- woe. That's
16 powerful.

17 Good evening. My name is Patricia Davenport,
18 and I am here tonight representing City Councilman Joel
19 Wachs' office. And, again, perhaps not all of yours
20 because obviously the districts jingle and juggle around
21 often. I am here on behalf of the councilman.

22 A lot of you are here to listen to hear
23 Caltrans' presentation to try to understand what the
24 impacts will be, both for our immediate constituents and
25 for the greater community, and to be sure that there is
26 ample opportunity for people to find out answers to
27 their questions, to express their concerns, and to hear
28 back on this.

1 The key point for all -- for us will, of
2 course, be the area where 13 homes will be impacted on
3 Cranford Street. That is a Council District 2, and so I
4 will be here tonight after the meeting to talk to anyone
5 who wishes to talk to me.

6 Obviously, we are the city government, and the
7 state operates the freeways. I think we all know we've
8 got a serious traffic problem today. We have are not
9 discounting that in any way.

10 I have heard it said that these are the
11 good-old days; that no matter what we do there will be
12 increased traffic over the coming years. And just based
13 on what is already in place, whether we change it in the
14 next six months or not, there is going to be traffic,
15 and we have an existing problem.

16 However, we still need to look for the right
17 solutions and the best solutions and the least -- with
18 the least negative impacts. Certainly we are never
19 going to find anything with nothing but benefit, but we
20 are here to listen. We are here to assist you in
21 getting your voices heard.

22 Will there be -- one of our real concerns is
23 the opportunity to review. We do have to draft initial
24 environmental assessments, which may be very helpful to
25 some of these folks.

26 Are they on the file anywhere in the community?

27 Do we have any papers on file?

28 UNIDENTIFIED SPEAKER: No, there are not.

1 JINOUS SALEH: Excuse me.

2 PATRICIA DAVENPORT: We would be concerned that
3 the community members would have an opportunity to
4 peruse and review your environmental studies and any
5 other study.

6 JINOUS SALEH: We have sent the document to
7 elected officials, to all the public agencies having
8 jurisdiction over the project corridor, and we also
9 provided copies of the document. And this is per our
10 guideline procedures. We have delivered documents to
11 six libraries in the corridor, and I have the list of
12 those libraries here. And we also --

13 UNIDENTIFIED SPEAKER: I called six libraries
14 in the corridor on Friday. None of them have heard
15 anything about it.

16 JINOUS SALEH: We delivered the documents to
17 each of those libraries. We also brought copies of the
18 documents to this meeting. So whoever is interested,
19 you can pick up a copy of the document. And if we don't
20 have enough documents, you can give us your name. We
21 will mail it to you tomorrow.

22 UNIDENTIFIED SPEAKER: We should have had a
23 chance to review it before the meeting.

24 PATRICIA DAVENPORT: It would be helpful --

25 JINOUS SALEH: We still have some time to
26 review that.

27 PATRICIA DAVENPORT: When is the closing of the
28 public-statement period?

1 JINOUS SALEH: September 8th.

2 PATRICIA DAVENPORT: September 8th. So there
3 is some time.

4 I would have to agree with the public. We
5 received our information, I believe, it was Thursday
6 last. That was not very long to review it. In fact, we
7 would request in the future for both the public and for
8 ourselves as elected officials --

9 JINOUS SALEH: The documents were mailed on
10 July 21st.

11 PATRICIA DAVENPORT: 21st?

12 JINOUS SALEH: Yes.

13 UNIDENTIFIED SPEAKER: I've got a receipt from
14 Councilman Wachs.

15 PATRICIA DAVENPORT: It didn't come to us, and
16 we had a meeting on Thursday; is that not correct?

17 JINOUS SALEH: Yes.

18 PATRICIA DAVENPORT: Yes.

19 So again, the public obviously did have a
20 problem not having this, and we would be happy to do
21 what we can as an office to make this available in our
22 field office if you need to review it also.

23 JINOUS SALEH: As I mentioned, we do have extra
24 copies here tonight. If you want you can pick it up.
25 Or if we don't have enough copies, you can give us your
26 name, and we will mail it to you.

27 PATRICIA DAVENPORT: Other than that, I also
28 want to say thank you to Caltrans because we have been

1 waiting a long time to have some improvements on some of
2 these systems. We don't mean for a minute to say we
3 don't appreciate the hard work.

4 PAI-KAI WANG: Thank you.

5 Next speaker, Brendan Dooley.

6 BRENDAN DOOLEY: I don't have any problem with
7 providing HOV lanes. My complaint is the notification.
8 Your newspaper notice stated that you would have maps
9 and documents for public review.

10 I called six libraries including Burbank, my
11 main library, and everything north of that to San
12 Fernando. Six libraries. I called Friday. None of
13 them had heard anything about this. I talked to every
14 reference librarian there. No one heard anything.

15 I have -- was attempting to review it so I
16 could see what was going on. If I had seen it last
17 week, I would have gotten the rest of the business
18 owners on Cranford Street to attend. I just happened to
19 see the notice in the newspaper. That's the only reason
20 I came.

21 You also stated that you mailed statements to
22 the affected properties in the areas. I did not receive
23 any notification. My business is on Cranford Street.
24 You are showing the freeway going directly through my
25 building right now.

26 So notification was not done. Libraries were
27 not provided with documents. I don't know what happened
28 to the property owners on the west side of Cranford if

1 they received notice. But if I was a property owner and
2 my house was going to be taken up by the freeway, I
3 think they should have gotten special notice saying that
4 there was a right-of-way directly involving their
5 property, not just some prefabbed form that got sent to
6 3 million people.

7 JINOUS SALEH: No, it's not.

8 BRENDAN DOOLEY: Okay. It didn't happen to the
9 businesses.

10 JINOUS SALEH: We have the record of the cover
11 memo that we sent to the property owners affected by the
12 project, and we have the copy of that available in the
13 office.

14 BRENDAN DOOLEY: I would like to see it.

15 JINOUS SALEH: You are welcome to come and see.

16 UNIDENTIFIED SPEAKER: The only letter -- there
17 was no 30-day notice. There was exactly two weeks'
18 notice that this meeting was going to happen and
19 anything -- we weren't aware of anything.

20 BRENDAN DOOLEY: My neighbors -- my business
21 neighbors are not here. If they knew that the freeway
22 was going to go right through their building, they would
23 be here. The notice was not sufficient to get them
24 here, and it directly affects their business.

25 They are making business decisions now that
26 affect the next 20 years. We just put a roof on our
27 business and spent \$20,000 on a 20-year roof. If the
28 building is going to be torn down in four years, why

1 would I spend that money? I just threw \$20,000 down the
2 toilet.

3 And other business owners are making business
4 decisions every day of the week that are affecting the
5 next 10 years. They have had no notice, and the
6 notification that was done was not sufficient.

7 One of my comments was looking at the Branford
8 exit and how it was so long. It is extremely long. I
9 understand the problem with the traffic coming off of
10 the 170 north. I don't see why it needs to be a ramp of
11 that period. There is an exit at Sheldon. There is an
12 exit at Osborne. There is plenty of exits there that
13 are safe and provide adequate access to the
14 neighborhood.

15 Branford could be shut down, period. You would
16 not save my business, but you would save some of those
17 homes.

18 PAI-KAI WANG: Thank you.

19 Next speaker, Irene Rodriguez.

20 IRENE RODRIGUEZ: Hi. I just have a couple
21 questions.

22 There is a lot to absorb right now, and there
23 are going to be questions once we walk out of here.

24 Who do we contact if there is other questions
25 that we want to ask in order for relocation? what they
26 are going to accommodate us with? what they are going to
27 compensate?

28 PAI-KAI WANG: Talk to Lorna Foster. She is

1 seated in the back.

2 IRENE RODRIGUEZ: So is there a direct number
3 we can call any time because there are going to be a lot
4 of questions that will come up?

5 PAI-KAI WANG: Right. You can get her phone
6 number.

7 IRENE RODRIGUEZ: Are you guys on the internet?

8 PAI-KAI WANG: You can talk to her now.

9 LORNA FOSTER: You can talk to me now.

10 IRENE RODRIGUEZ: Right. There are questions
11 that will come up after tonight as we discuss this.

12 Are you on the internet? Do you have e-mail?

13 LORNA FOSTER: No. You can call me.

14 IRENE RODRIGUEZ: Because people will come up
15 with a lot of questions.

16 UNIDENTIFIED SPEAKER: We get a lot of
17 questions with telephone calls --

18 LORNA FOSTER: Call me at (213) --

19 IRENE RODRIGUEZ: That's basically what I want
20 to know, as far as relocation.

21 LORNA FOSTER: If I am not able to answer your
22 question, I will refer you to another Right-of-Way
23 agent. I am going to give you my number so you have a
24 contact person, but there are three other people that do
25 this in the office, so it may be one of us. But I will
26 be the contact, and you will get your questions
27 answered. So if you want to write this number down.

28 IRENE RODRIGUEZ: Okay. That's fine.

1 GARRETT DAMRATH: I just want to clarify that
2 Caltrans does have a public internet site. There is
3 information you can get off of that, get our phone
4 numbers, information. There is a web address and e-mail
5 that you can send questions to and, hopefully, that will
6 be passed on to the appropriate authorities. We get a
7 lot. So there is a place to go that you have
8 information from headquarters, and the appropriate phone
9 numbers should be found there. And you should be able
10 to get that information. There is a general e-mail
11 address. I don't know one specific.

12 PAI-KAI WANG: The last one is Patrick Perry.

13 No. Okay.

14 Again, anybody who wants to come to talk, you
15 know, fill out an information card. And if you still
16 have some concerns or comments, you can send a letter to
17 us or talk to the court reporter, and everything you say
18 will be recorded down, and we will comment.

19 Okay. That concludes today's public hearing.
20 And you still can stay here and look at the displays and
21 talk to our staff if you have any further questions.

22 And thank you for coming here, and have a nice
23 evening.

24 GRACIELA GONZALEZ: I am going to start. My
25 name is -- it will be Mr. and Mrs. Ramiro, R-a-m-i-r-o,
26 and Graciela, G-r-a-c-i-e-l-a, Gonzalez. Our street
27 address is 9103 Cranford Avenue in the city of Arleta,
28 California, zip code 91331.

1 We would like to have in writing as to what --
2 our rights. Also, since our property will be impacted,
3 also, who are the people who are going to be doing all
4 of these appraisals for the homes?

5 And what's going to happen if we do not agree
6 to the appraisal given?

7 Are we going to be displaced?

8 And when is this going to happen?

9 Are we going to be given plenty of time,
10 meaning notice, for this process?

11 Also, we are going to have -- are we going to
12 have a fair and decent compensation?

13 We did not receive a sufficient and decent
14 notice in the mail.

15 Thank you.

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1 STATE OF CALIFORNIA

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4 I, Jennifer W. Pertusati, CSR No. 11306, a
5 Certified Shorthand Reporter in and for the State of
6 California, do hereby certify:

7 That the foregoing proceedings were taken
8 down by me in shorthand at the time and place named
9 therein and were thereafter transcribed under my
10 supervision; that this transcript contains a true and
11 correct record of the proceedings which took place at
12 the time and place set forth in the caption hereto.

13

14

15 I further certify that I have no interest
16 in the event of the action.

17

18

19 EXECUTED this 28th day of August, 2001.

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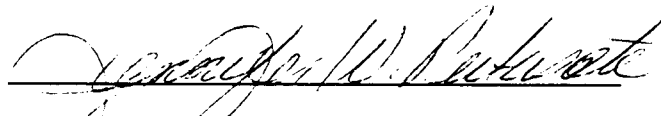
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JENNIFER W. PERTUSATI

